



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

December 21, 1997 - December 27, 1997

Summary

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

- I Significant Occurrence Report
- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
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ISSUE: 97-52



U.S. Department
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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

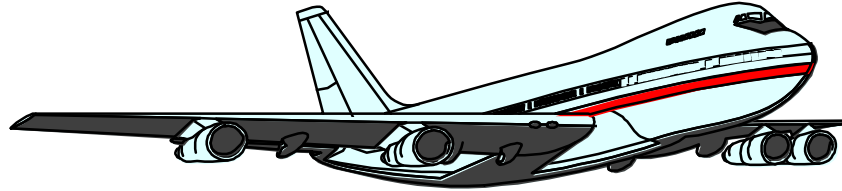
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

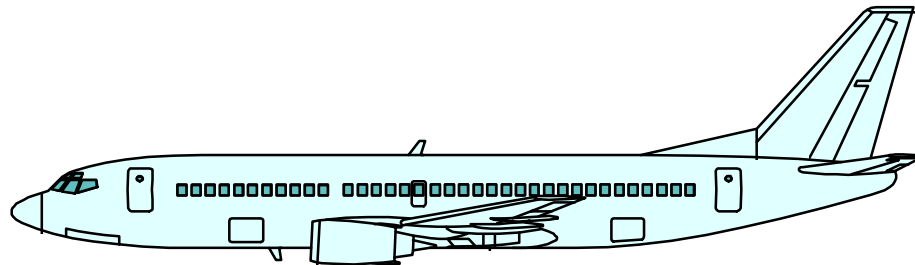
john_e_jackson@mmacmail.jccbi.gov

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SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

12/21/97 - 12/27/97 ISSUE: 97-52 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7230			PWA JT9D7R4D		PWA	BLADE	FRACTURED 8TH & 9TH STAGE	6896	8/18/94 CA941021519
*****	(CAN) AFTER TAKEOFF AT 300 FEET THERE WAS A LOUD EXPLOSION ACCOMPANIED BY A YAW TO THE LEFT. LEFT ENGINE ANNUNCIATED EGT IN RED. ENGINE POWER REDUCED TO IDLE. FLIGHT RETURNED & LANDED WITHOUT INCIDENT. INSPECTION REVEALED DAMAGE TO 8TH & 9TH STAGE COMPRESSOR BLADES. DISASSEMBLY OF THE ENGINE FOUND THREE 8TH STAGE COMPRESSOR BLADES MISSING, CAUSING MAJOR COMPRESSOR DAMAGE TO THE DOWNSTREAM STAGES OF THE HIGH PRESSURE COMPRESSOR. THE CAUSE OF THE BLADES FAILURE WAS LIKELY HIGH FREQUENCY FATIGUE.								
7230			PWA JT9D7R4D			BLADE	FRACTURED COMP 6TH STG	30449 7213	9/11/94 CA941021516
*****	(CAN) ON CLIMB OUT NR1 ENGINE HAD A COMPRESSOR STALL AT FL120, FLAMES WERE REPORTED, AIRCRAFT RETURNED TO POINT OF DEPARTURE. INSPECTION FOUND DAMAGE TO 6TH STAGE COMPRESSOR BLADES. ONE COMPRESSOR BLADE BROKE OFF APPROXIMATELY 1/2" FROM ITS ROOT DUE TO BLADE FLUTTER CAUSED BY ONE STAGE 6 VARIABLE VAN WHICH MOVED OUT OF POSITION BECAUSE THE VANE ARM ROTATED OUT OF THE VANE SHAFT SLOT. THE CAUSE OF THIS TYPE OF FAILURE IS SLOT WEAR OR AN OLD VANE ARM WAS REUSED. THE COMPRESSOR WAS BUILT 19,000 HOURS AGO.								
2913		AIRBUS A320212				PUMP MX446203	FAILED HYDRAULIC PUMP		1/8/97 AU970629
*****	(AUS) NO1 ENGINE DRIVEN HYDRAULIC PUMP FAILED - INVESTIGATION FOUND THAT ALL THE PISTONS HAD SEPARATED FROM THE PISTON SHOES - THE YOKE CONTROL SPRING BROKEN - PUMP CONTAMINATED WITH METAL - LOSS OF HYDRAULIC FLUID THROUGH DRIVE SHAFT SEAL								
6710 HEEA	406PH 53198	BELL 407				SWITCH	NO CLEARANCE CYCLIC CENTERING		11/21/97 97ZZZX5210
*****	PILOT UNABLE TO MOVE CYCLIC AFT AFTER TAKEOFF. APPROXIMATELY 40 POUNDS FORCE-FREED CYCLIC. CYCLIC CENTERING SWITCH HAD CONTACTED TARGET PLATE. LEAD SEAL FROM MANUFACTURER STILL INTACT. FLEET INSPECTIONS FOUND ONE OTHER AIRCRAFT HAVING CLEARANCE BELOW THE .030 INCH MINIMUM.								
7240		BOEING 727277	PWA JT8D15			COMBUSTOR	HOLED NR 1 ENG		4/5/97 AU970490
*****	(AUS) NO1 ENGINE NO9 COMBUSTION CAN BURNT THROUGH AT FUEL NOZZLE NUTFACE. FOUND DURING BOROSCOPE INSPECTION. INVESTIGATION FOUND THAT THE PROBLEM WAS CAUSED BY DISCREPANCIES IN THE OVERHAUL OF THE FUEL NOZZLE ASSEMBLIES. PERSONNEL/MAINTENANCE ERROR.								
2761 NWAA	501US 23190	BOEING 757251				ACTUATOR 33215006	MALFUNCTIONED NR 8 SPOILER	34942 1859	12/7/97 9723245501
*****	AIRCRAFT REQUIRED EXCESSIVE AILERON AND RUDDER TRIM TO FLY STRAIGHT AND LEVEL. CREW OBSERVED THE NR 8 SPOILER FLOAT. AIRCRAFT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 8 SPOILER ACTUATOR WITH A SERVICEABLE UNIT, OPERATIONAL CHECK SATISFACTORY.								
7200 NWAA	141US 46750	DOUG DC1040	PWA JT9D20J			ENGINE	FAILED NR 3		12/15/97 9723231141
*****	DURING CLIMB, THE CREW OBSERVED SPARKS EXITING FROM THE REAR OF THE NR 3 ENGINE EVERY 15 TO 20 SECONDS. ALL ENGINE INSTRUMENTS INDICATED NORMAL AND NO VIBRATION WAS NOTICED. THE FLIGHT RETURNED TO BOS. MAINTENANCE FOUND MOLTEN METAL ON THE BLEED SCREEN AND TAILPIPE. THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED ON TWO ENGINES TO MSP.								
7603 WRLA	9MMAZ 46933	DOUG DC1030				CABLE C803833	FROZEN NR 2 ENGINE		12/3/97 WRLA97145
*****	DURING INITIAL DESCENT, FLIGHT CREW FOUND NR 2 THROTTLE WOULD NOT MOVE, FLIGHT CREW ELECTED TO SHUT DOWN ENGINE IN FLIGHT. ENGINE SHUTDOWN ACCOMPLISHED PER ABNORMAL PROCEDURES. AIRCRAFT CONTINUED TO DESTINATION. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL INSPECTED CABLES FOR EVIDENCE OF ENTRAPPED WATER. NO EVIDENCE FOUND. CHECK THROTTLE FOR NORMAL MOVEMENT, NO FAULT NOTED, GROUND RUN ENGINE. AIRCRAFT RETURNED TO SERVICE. SUBMITTER STATES, SUSPECT CONDENSATION TRAPPED WITHIN CABLES AND FREEZING AT HIGH ALTITUDE. A UPGRADE CABLE WILL BE INSTALLED PER MDC AOL NR 10-1972A, P/N 580-291-751. (M)								

***** DENOTES SIGNIFICANT OCCURRENCE

SIGNIFICANT OCCURRENCE REPORT (cont'd)

12/21/97 To 12/27/97 ISSUE: 97-52 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
7200 FXLA *****	55FB 45678	DOUG DC8F55	PWA JT3D3B			ENGINE	FIRE NR 4	50884	11/20/97 97ZZZM1226
DURING CLIMB-OUT OF MIA, RECEIVED FIRE WARNING ON NR 4 ENGINE AT APPROX 13000 FT DISCHARGED 1 FIRE EXTINGUISHER BOTTLE, WARNING DID NOT CEASE. DISCHARGED 2ND FIRE BOTTLE AND WARNING CEASED. RETURNED TO MIA AND LANDED WITHOUT INCIDENT. AFTER LANDING RECEIVED MOMENTARY FIRE WARNING AND BELL. F/O CHECKED ENGINE THROUGH WINDOW AND OBSERVED EVIDENCE OF FIRE ON NR 4 ENGINE. CREW EVACUATED AIRCRAFT AND FIRE DEPARTMENT EXTINGUISHED RESIDUAL FIRE ON NR 4 ENGINE. (M)									
7250 NWAA *****	670MC 47659	DOUG DC951	PWA JT8D17			TURBINE	FAILED RT ENGINE		12/20/97 9724159882
UPON APPLICATION OF TAKEOFF THRUST, A LOUD THUMP WAS HEARD FOLLOWED BY VIBRATION. RIGHT ENGINE THRUST REVERSER UNLOCK LIGHT ILLUMINATED MOMENTARILY. CREW ABORTED TAKEOFF AND SHUT DOWN THE RIGHT ENGINE. MAINTENANCE INSPECTED AND FOUND A CONTAINED TURBINE FAILURE IN THE RIGHT ENGINE. REPLACED ENGINE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
7200 COEA *****	701FE 10419	FOKKER F27MK600	RROYCE DART5327R			ENGINE	FAILED NR 2		12/1/97 COEA9701701
UPON START OF THE NR 2 ENGINE (S/N 14211), FLIGHT CREW EXPERIENCED MODERATE VIBRATION EMANATING FROM THE ENGINE. CREW SHUT DOWN ENGINE AFTER LOW IDLE WAS ATTAINED. MAINTENANCE INVESTIGATED NR 2 ENGINE AND DISCOVERED THE LOW PRESSURE TURBINE DISK (NR 3) HAD SUSTAINED DAMAGED BEYOND ALLOWABLE LIMITS TO SEVERAL OF THE BLADES. FURTHER INVESTIGATION REVEALED THE LOW PRESSURE GUIDE VANE ASSEMBLY HAD SEVERAL STATORS DAMAGED BEYOND ALLOWABLE LIMITS. ENGINE WAS DEEMED UNSERVICEABLE AND REPLACEMENT IS UNDERWAY. (M)									
6520 LJEA *****	58251 880317D	HUGHES 369D				BEARING 369D25420	GALLED T/R GEARBOX		12/2/97 97ZZZX5215
TAIL ROTOR GEARBOX DISASSEMBLED FOLLOWING CHIP LIGHT INDICATION. FOUND OUTPUT SHAFT DUPLEX BEARING SET BAD. INNER RACE OF BEARING SEVERELY GALLED AND FLAKING. SUBMITTER STATED THIS WAS THE SECOND OCCURRENCE OF THIS TYPE FAILURE WITHIN 600 HOURS, AND 17 MONTHS. EXXON 2380 OIL USED.									
5610 MGTY *****	155AV 5104	LKHEED 132923E			PPG	WINDOW JF4897LF	MISINSTALLED COCIPIT LT AFT		12/8/97 97ZZZX5209
LOCKHEED JETSTAR COCKPIT LT REAR SIDE WINDOW (IPC 2-232 FIG 23 ITEM D). WHEN A DEFECT ON LT COCKPIT DV WINDOW WAS INVESTIGATED, FOUND LT REAR COCKPIT SIDE WINDOW, REAR UPPER AND LOWER WINDOW RETAINERS HAD NOT BEEN BOLTED TO WINDOW SUPPORT STRUCTURE. RETAINERS WERE ONLY ATTACHED TO FUSELAGE OUTER SKIN. OVER 30 ATTACHMENT BOLTS ARE MISSING AND LOWER RETAINER IS NOW MISALIGNED BY APPROX .1875 INCH OUTBOARD. VISUAL AND NDT INSPECTIONS ARE BEING CARRIED OUT ON WINDOW AREA OF FUSELAGE. LOCKHEED HAS BEEN INFORMED AND ARE INVESTIGATING REPAIR REQUIREMENTS. ON REAR RT COCKPIT WINDOW, 2 ATTACHMENT BOLTS WERE FOUND MISSING FROM TOP RETAINER.									
2740 DXYA *****	8107X 348070012	PIPER PA34200T				CABLE 071199602	FAILED STAB TRIM BS 187		12/31/96 97ZZZX5201
DURING NORMAL OPERATIONS, PILOT REPORTED STABILATOR TRIM BECAME INOPERATIVE DURING APPROACH TO LANDING AT HOME BASE. NO TRIM LANDING UNEVENTFUL. ON INVESTIGATION, FOUND STABILATOR TRIM CABLE SEVERELY FRAYED AND JUMPED OF THE PULLEYS OF THE AUTOPILOT AND ELECTRIC TRIM SERVOS LOCATED JUST AFT OF FS 187.84. THIS RESULTED IN COMPLETE LOSS OF TRIM ACTUATION (MANUAL AND ELECTRIC). AIRCRAFT HAD UNDERGONE ANNUAL 100-HOUR INSPECTION 49 HOURS PREVIOUSLY WITH NO SIGNS OF PROBLEMS. SUBMITTER STATED PROBLEM HAS OCCURRED ON OTHER, SAME TYPE AIRCRAFT IN THE PAST.									
5751 LJEA *****	2163N 447995222	PIPER PA44180				RIB 8656203	CRACKED AILERON	4200	12/4/97 97ZZZX5192
LEFT AND RIGHT AILERONS REMOVED TO FACILITATE SKIN REPLACEMENT. AFTER REMOVING SKIN, FOUND ALL AILERON NOSE RIBS WITH HINGE FITTINGS ATTACHED CRACKED AT BOLT HOLES. PIPER SB 702 AND SB 725A HAVE PREVIOUSLY BEEN COMPLIED.									

(End of SIGNIFICANT OCCURRENCE REPORT)

FEDERAL AVIATION ADMINISTRATION
SIGNIFICANT OCCURRENCE REPORT INDEX

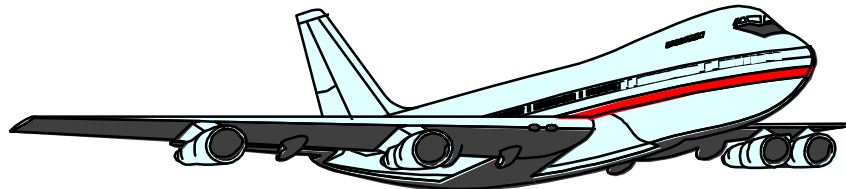
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 12/21/97 To 12/27/97

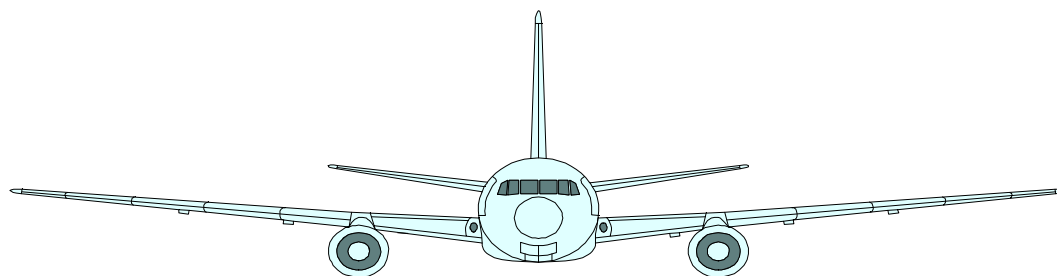
<u>PART NUMBER</u>			<u>YEAR</u>										
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
071199602													
CABLE	PA34200T	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 071199602	-----	1	-	-	-	-	-	-	-	-	-	-	1
33215006													
ACTUATOR	757251	<u>3</u>	-	-	-	-	-	1	1	-	-	-	1
TOTAL of # 33215006	-----	3	-	-	-	-	-	1	1	-	-	-	1
369D25420													
BEARING	369D	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 369D25420	-----	1	-	-	-	-	-	-	-	-	-	-	1
8656203													
RIB	PA44180	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 8656203	-----	1	-	-	-	-	-	-	-	-	-	-	1
C803833													
CABLE	DC1010	<u>1</u>	-	-	-	-	-	-	-	-	1	-	-
	DC1030	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
CONTROL	DC1010	<u>1</u>	-	-	-	1	-	-	-	-	-	-	-
	DC1030	<u>2</u>	-	-	-	1	1	-	-	-	-	-	-
THROTTLE CABLE	DC1010	<u>1</u>	-	-	-	-	-	-	-	1	-	-	-
TOTAL of # C803833	-----	6	-	-	-	2	1	-	-	1	1	-	1
JF4897LF													
WINDOW	132923E	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # JF4897LF	-----	1	-	-	-	-	-	-	-	-	-	-	1
MX446203													
PUMP	A320212	<u>1</u>	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # MX446203	-----	1	-	-	-	-	-	-	-	-	-	-	1

FAA SIGNIFICANT OCCURRENCE REPORT INDEX 12/21/97 To 12/27/97 (cont'd)

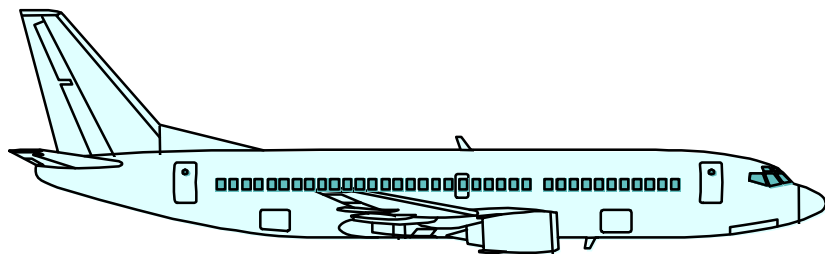
<u>PART NUMBER</u>		<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>	<u>TOTAL</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>
TOTAL for ALL (11) PART NUMBERS: - - - -		14	-	-	-	2	1	1	1	1	1	-	7
END OF SIGNIFICANT OCCURRENCE REPORT INDEX													



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**12/21/97 - 12/27/97 ISSUE: 97-52 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2121 C2XA	16450 510	AEROSP ATR42500				FAN 011260500	FAILED CABIN		11/24/97 C2XA97IA352
IAH - DURING TAXI OUT FOR FLIGHT 3814, THE CREW REPORTED SMELLING SMOKE IN THE CABIN. THE AIRCRAFT RETURNED TO THE GATE WHERE MAINTENANCE REMOVED AND REPLACED THE EXTRACTION FAN IAW ATR42-500 JIC 21-23-21 AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3320 SIMA	144DD 074	AEROSP ATR42300				LIGHT S9251155500000	FAILED CABIN		11/26/97 SIMA973305
ORD - FLT 4135 - F/A REPORTS SMOKE OBSERVED COMING FROM OVERHEAD ROW 6CD. POSSIBLY FROM THE READING LIGHTS. STRONG SMELL OF ELECTRICAL SMOKE OBSERVED IN BOTH THE COCKPIT AND THE CABIN. RAI READING MODULE ASSY PANEL AT SEAT 6CD. NO DEFECTS NOTED. A/C RETURNED SERVICE. (M)									
3350 SIMA	251AE 250	AEROSP ATR42300				BATTERY AD3127	DISCHARGED CABIN		11/26/97 SIMA973302
ORD - POWER SUPPLY BATTERY PACK 15WL DEAD. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 SIMA	251AE 250	AEROSP ATR42300				LIGHT 3011210	INOPERATIVE CABIN		11/26/97 SIMA973304
ORD - AIRSTAIR EMERGENCY LIGHT INOP. REPLACED LIGHT ASSY, OPS CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
3350 C2XA	26826 172	AEROSP ATR42320				BATTERY PACK 3011151	DISCONNECTED CABIN		11/19/97 C2XA97IA339
IAH - DURING A-CHECK INSPECTION, THE FORWARD THREE AISLE PATH EMERGENCY LIGHTS WERE FOUND TO BE INOPERATIVE. MAINTENANCE RE-INSTALLED A BATTERY PACK AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3350 C2XA	26826 172	AEROSP ATR42320				SIGN 3011160	DISCONNECTED CABIN		11/19/97 C2XA97IA338
IAH - DURING A C-CHECK INSPECTION, THE LOWER EMERGENCY EXIT LIGHT AT THE GALLEY SERVICE DOOR CUTOUT WAS FOUND TO BE INOPERATIVE. MAINTENANCE RESECURED A LOOSE WIRE ON THE LIGHT ASSEMBLY AND THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
2621 C2XA	69902 385	AEROSP ATR72212				ANGLE S5397071258	CRACKED RT ENGINE		11/26/97 C2XA97IA348
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT ENGINE FIRE BOTTLE SUPPORT AFT FRAME, UPPER ATTACHMENT ANGLE CRACKED. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT ANGLE IAW ATR SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3270 C2XA	69902 385	AEROSP ATR72212				BUMPER S3278110120000	CRACKED TAIL SKID		11/26/97 C2XA97IA344
IAH - DURING C-CHECK INSPECTION, FOUND TAIL BUMPER SKIN PLATE CRACKED. MAINTENANCE REMOVED AND REPLACED THE TAIL BUMPER SKIN PLATE IAW ATR-72 MM 32-71-31. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3320 SIMA	420AT 420	AEROSP ATR72212				CIRCUIT BOARD 8E50055880	FAILED CABIN		11/18/97 SIMA973221
CLL - FLT 3537 - SMOKE IN THE CABIN/GALLEY AREA. CREW SHUTOFF THE DC UTILITY SERVICE BUS AND THE SMOKE DISSIPATED. AIRCRAFT DIVERTED INTO CLL AND LANDED SAFELY. MAINTENANCE FOUND READING LIGHT TRANSFORMER BAD FOR SEAT 2D. LIGHT WAS MEL/D PER 25/19. RAI'D POWER TRANSFER UNIT FOR LIGHT ASSY. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3320 SIMA	447AM 447	AEROSP ATR72212				POWER SUPPLY 8E50055880	FAILED CABIN		11/22/97 SIMA973262
HRL - FLT 3665 - F/A REPORTED AN ELECTRICAL SMOKE SMELL IN CABIN. CHECKED A/C. FOUND SAFE FOR FERRY FLIGHT HRL TO DFW. DFW FOUND TRANSFORMER 9AB BURNED MEL'D LIGHTS. REPLACED POWER SUPPLY BOARD FOR SEAT 9AB. PERFORMED OPERATIONAL CHECK SATISFACTORILY. AIRCRAFT RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

12/21/97 To 12/27/97 ISSUE: 97-52 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
3320 SIMA	447AM 447	AEROSP ATR72212				CIRCUIT BOARD 8E50055880	FAILED CABIN		11/20/97 SIMA973242
LBB - FLT 3727 - CREW REPORTED BURNING SMELL IN CABIN THAT DISSIPATED WITH READING LIGHT SYSTEM TURNED OFF. ISSUED MEL ON READING LIGHT SYSTEM. RAID TRANSFORMER BOARD FOR LIGHT ASSY AT ROW 15CD. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	4AE 244	AEROSP ATR72212				LIGHT 5211309111	INOPERATIVE CABIN		11/22/97 SIMA973261
ORD - FLT 4235 - LAST LT ON FLOOR EMERGENCY LT INOP NEXT TO GALLEY, DEFERRED TO MEL. INSTALLED EMERGENCY LIGHT ASSY IN GALLEY NEAR PAX DOOR. PERFORMED OPERATIONAL CHECK SATISFACTORILY. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	377AT 377	AEROSP ATR72212				BATTERY 3012001	DISCHARGED CABIN		11/26/97 SIMA973301
ORD - FLT 4234 - AFT EMERGENCY LIGHTS AND AFT EXT SIGN OUT. RAI BATTERY PACK 62WL AS REQUIRED. OPS CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
3350 SIMA	431AT 431	AEROSP ATR72212				POWER SUPPLY 3012000	INOPERATIVE CABIN		12/2/97 SIMA973361
DFW - FORWARD FLOOR PROXIMITY EMERGENCY LIGHTS WILL NOT EXTINGUISH. REMOVED AND REPLACED EMERGENCY LIGHT POWER SUPPLY AT 43 WLJIC 33-51-21 RAI 10020-003 WITH OPERATIONAL CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3460 SIMA	438AT 438	AEROSP ATR72212				COMPUTER 350A53000100	INOPERATIVE NR 1		11/29/97 SIMA973331
ORD - FLT 4205 - ON TAKEOFF HAD A BURNING SMELL THEN MFC 1B FAULT, DID NOT ATEMPT TO RESET. RAID MFC 1 OPS CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
5230 C2XA	69902 385	AEROSP ATR72212				HINGE S5237651922051	CRACKED CARGO DOOR		11/26/97 C2XA971A341
IAH - DURING C-CHECK INSPECTION, FOUND CARGO DOOR FORWARD LUG ON HINGE CRACKED. MAINTENANCE REMOVED AND REPLACED THE CARGO DOOR HINGE IAW ATR-72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5240 C2XA	69902 385	AEROSP ATR72212				SHOOT BOLT S5247765700200	WORN SERVICE DOOR		11/26/97 C2XA971A340
IAH - DURING C-CHECK INSPECTION, FOUND SERVICE DOOR AFT CENTER SHOOT BOLT PLATING WORN. MAINTENANCE REMOVED AND REPLACED THE SHOOT BOLT. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	69902 385	AEROSP ATR72212				SUPPORT S5367800826901	CORRODED SERVICE DOORWAY		11/26/97 C2XA971A345
IAH - DURING C-CHECK INSPECTION, FOUND SERVICE DOOR THRESHOLD SUPPORT CORRODED FROM FRAMES 38 TO 39. MAINTENANCE REMOVED AND REPLACED THE SERVICE DOOR SUPPORT IAW ATR-72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	69902 385	AEROSP ATR72212				FITTING S53577400226	CRACKED FUSELAGE		11/26/97 C2XA971A343
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT RIGHT FORWARD ATTACHMENT FITTING FOR WING TO FUSELAGE FAIRING PANEL 291AL CRACKED. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT FITTING IAW ATR-72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	69902 385	AEROSP ATR72212				CLIP S53973202210	CRACKED FUSELAGE		11/26/97 C2XA971A342
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT BELLY FAIRING PANEL FORWARD LOWER CORNER, INTERCOSTAL ATTACHMENT ANGLE CRACKED. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT ANGLE IAW ATR-72 SRM 53-91-40. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									

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5320 C2XA	69902 385	AEROSP ATR72212				ANGLE S53975005202	CRACKED FUSELAGE		11/26/97 C2XA97IA346
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT SIDE MLG FAIRING FRAME 27, INTERCOSTAL UPPER ATTACHMENT ANGLE CRACKED. MAINTENANCE REMOVED AND REPLACED THE CRACKED ANGLE IAW ATR-72 SRM 51-21-42. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5320 C2XA	69902 385	AEROSP ATR72212				ANGLE S53975005203	CRACKED FUSELAGE		11/26/97 C2XA97IA347
IAH - DURING C-CHECK INSPECTION, FOUND LEFT SIDE MAIN LANDING GEAR FAIRING FRAME 27, INTERCOSTAL UPPER ATTACHMENT ANGLE CRACKED. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT ANGLE IAW ATR 72 SRM 51-21-42. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5350 C2XA	69902 385	AEROSP ATR72212				ANGLE S53970716408	CRACKED FUSELAGE/WING		11/26/97 C2XA97IA351
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT SIDE WING TO FUSELAGE FAIRING FRAME 24 LOWER ATTACHMENT ANGLE CRACKED AT DEFLECTOR PLATE. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT ANGLE IAW ATR-72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5350 C2XA	69902 385	AEROSP ATR72212				ANGLE S53970716409	CRACKED FUSELAGE/WING		11/26/97 C2XA97IA350
IAH - DURING C-CHECK INSPECTION, FOUND LEFT WING TO FUSELAGE FAIRING FRAME 24 LOWER ATTACHMENT ANGLE CRACKED AT DEFLECTOR PLATE. MAINTENANCE REMOVED AND REPLACED THE ANGLE IAW ATR 72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
5350 C2XA	69902 385	AEROSP ATR72212				ANGLE S53970716268	CRACKED FUSELAGE/WING		11/26/97 C2XA97IA349
IAH - DURING C-CHECK INSPECTION, FOUND RIGHT SIDE FRAME SUPPORT FOR WING TO FUSELAGE PANEL 291AL, FORWARD END CRACKED. MAINTENANCE REMOVED AND REPLACED THE ATTACHMENT ANGLE IAW ATR-72 SRM 51-25-02. THE AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE. (M)									
3260 AALA	70079 619	AIRBUS A300B4605R				SENSOR 62GB	DEFECTIVE RT MLG		11/3/97 AALA972112
MIA - FLT 917 - AFTER TAKEOFF MIA DURING CLIMB-OUT, LOST CAPTAINS ADC, NR 1 PRESSURE REGULATOR, NR 1 PITCH TRIM, NR 1 YAW DAMPER. AS CLIMB CONTINUED, LOST NR 2 PITCH TRIM, NR 2 YAW DAMPER AND F/O'S ADC AND PITOT HEAT FAULT. AUTOPILOT AND AUTO THROTTLES KICKED OFF AND LOST ALL AUTOMATIC SPEED AND ALTITUDE INDICATIONS. AIRCRAFT RETURNED TO MIA AND LANDED WITHOUT INCIDENT. ACCOMPLISHED ADC BITE CHECK AND AFS TEST PROBE ICE PROTECTION TEST WITH NO FAULTS NOTED. ACCOMP BITE CHECK OF PROX DETECTOR AND FOUND FAULT ON NR 14 RT MLG SENSOR 62GB. REPLACED NR 14 RT MLG GEAR SENSOR 62GB. SYSTEMS GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	7055A 462	AIRBUS A300B4605R				LIGHTS	MALFUNCTIONED CABIN		10/22/97 AALA9720088
SDQ - FLT 1318 - JUST PRIOR TO PUSHBACK SDQ, EMERGENCY FLOOR LGHTS AT LEFT AISLE FROM MID-CABIN AFT ILLUMINATED WITH SWITCH IN THE ARMED POSITION. GROUND CHECKED EMERGENCY FLOOR LIGHT OPERATION WITH SWITCH IN ARMED POSITION WITH NO DEFECTS FOUND. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	7055A 462	AIRBUS A300B4605R				POWER SUPPLY P4010051124	DEFECTIVE CABIN		10/24/97 AALA972089
MIA - FLT 917 - DURING LANDING MIA, EMERGENCY FLOOR LIGHTS AT LEFT AISLE FROM PAX SEAT ROW 25 AFT ILLUMINATED. REPLACED POWER SUPPLY UNIT AND BATTERY AT WL5. SYSTEM GROUND CHECKED AND TAXI CHECKED NORMAL OPERATION. (M)									
3350 AALA	80057 465	AIRBUS A300B4605R				CONNECTOR A3060698101	BROKEN CABIN		11/7/97 AALA972124
JFK - DURINV OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS AT 3L/3R CROSS AISLE AND AT LEFT AISLE BETWEEN PAX SEAT ROWS 12 AND 16 INOPERATIVE. RESECURED LOOSE EMERGENCY FLOOR LIGHT STRIP CONNECTORS AT 3L/3R CROSS AISLE AND REPLACED BROKEN EMERGENCY FLOOR LIGHT STRIP CONNECTORS AT LEFT AISLE BY PAX SEAT ROW 12. SYSTEM GROUND CHECKED NROMAL OPERATION. (M)									

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3350 AALA	7062A 474	AIRBUS A300B4605R				LIGHT	DEFECTIVE CABIN		11/6/97 AALA972106
JFK - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS AT LEFT AISLE BETWEEN PAX SEAT ROWS 12 AND 16 INOPERATIVE. REPLACED EMERGENCY FLOOR LIGHT STRIP AT LEFT AISLE BETWEEN PAX SEAT ROWS 12 AND 16. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 NWAA	313US 153	AIRBUS A320211				BULB	FAILED CABIN		12/13/97 9723573213
DURING TEST OF CABIN EMERGENCY LIGHTS, EMERGENCY EXIT SIGNS AT SEAT ROWS 11, 12, LEFT, AND RIGHT DID NOT ILLUMINATE. MAINTENANCE REPLACED BULBS. OPERATIONAL CHECK OK.									
3350 NWAA	305US 41	AIRBUS A320211				BATTERY 321430	DISCHARGED CABIN		12/21/97 9724123205
TEST OF CABIN EMERGENCY LIGHTS DURING LINE CHECK FAULTED INT LOADS AFT L AND BAT AFT L. MAINTENANCE REPLACED THE BATTERY PACK AND POWER SUPPLY 13WL. OPERATIONAL CHECK OK.									
3350 NWAA	344NW 388	AIRBUS A320212				CONNECTOR	DIRTY CABIN		12/11/97 9723583244
OVERNIGHT TEST OF EMERGENCY LIGHTS INDICATED FAULTS COMM AFT L AND EXT LOADS, AFT L. MAINTENANCE CLEANED DIRTY CANNON PLUG AT AFT LEFT DOOR SLIDE. OPERATIONAL CHECK OK.									
3460 NWAA	337NW 358	AIRBUS A320212				FMGC B3988AM0207	FAILED E/E COMPT	15004 2841	12/21/97 9724133237
DURING TAKEOFF ROLL AT 120 KNOTS, BOTH FLIGHT MANAGMENT GUIDANCE COMPUTERS TIMED OUT. ABORTED TAKEOFF WITH NO FURTHER INCIDENT. MAINTENANCE REPLACED NR 1 FLIGHT MANAGEMENT GUIDANCE COMPUTER. OPERATIONAL CHECK OK.									
2840 JZBR	96DS 209	AMD FALCON50MYST				CONNECTOR 166FT2	INTERMITTENT RT FEED TANK	2534	12/3/97 97ZZX5205
GROUP THREE FUEL QUANTITY READ ZERO INTERMITTENTLY. FOUND COLD SOLDERED WIRE ON CONNECTOR 166FT2 AND FOUND SEALANT DISINTEGRATING.									
2150 VTZA	489UE 908	BAG JETSTM3201				DUCT	LOOSE LT PACK		12/2/97 VTZA97676
FLT 6436 - IAD-CLE - DURING CLIMB, EXPERIENCED A DISCREPANCY WITH THE LEFT FLOW NOT WORKING. AIRCRAFT RETURNED TO IAD WHERE MAINTENANCE WAS NOTIFIED AND DISPATCHED. MAINTENANCE FOUND THAT THE LEFT DUCT HAD COME LOOSE AT THE ACM INTAKE FOR THE LEFT PACK. MAINTENANCE RESECURED THE DUCT IAW THE MM AND PERFORMED SEVERAL CHECKS OF THE SYSTEM WITH NO FURTHER DISCREPANCIES NOTED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
2611 WTAA	103XV 747	BAG JETSTM3101				SMOKE DETECTOR 72111211000	MALFUNCTIONED CARGO COMPT		11/27/97 WTAA970219
FAT - SMOKE CAPTION LIGHT ILLUMINATED INTERMITTENTLY. MAINTENANCE REPLACED SMOKE DETECTOR. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
2611 WTAA	103XV 747	BAG JETSTM3101				CONNECTOR	LOOSE CARGO COMPT		11/27/97 WTAA970217
SNA - INTERMITTENT SMOKE LIGHT DURING FLIGHT REPORTED. MAINTENANCE RESECURED LOOSE WIRE. OPERATIONAL CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
2612 WTAA	420UE 788	BAG JETSTM3101				FIRE DETECTOR 51653151	MALFUNCTIONED RT ENGINE		11/26/97 WTAA970218
SFO - FIRE DETECTOR LIGHT REMAINED ILLUMINATED ON RIGHT SIDE. MAINTENANCE CLEANED CONNECTOR ON RIGHT ENGINE AT DETECTOR GROUND. BOTH FIRE DETECTORS CHECK SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									

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2910 VTZA	492UE 790	BAG JETSTM3201				LINE 137311D263	CHAFED LT MLG		11/23/97 VTZA97658
FLT 6200 - IAD-ROA - DURING TAKEOFF, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO BOTH MAIN LANDING GEAR WOULD NOT RETRACT AND BOTH HYDRAULIC SYSTEMS PRESSURE READING WERE ZERO. CREW MANUALLY EXTENDED GEAR. AIRCRAFT LANDED AND RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT GEAR RADIUS ROD PRESSURE LINE AND PERFORMED GEAR SWING, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 WTAA	424UE 796	BAG JETSTM3101				SWITCH 622800200	FAILED RT MLG		11/23/97 WTAA970214
SFO - MAIN GEAR 'RED' INTRANSIT LIGHTS REMAIN ILLUMINATED. MAINTENANCE REPLACED RIGHT MAIN GEAR UPLOCK MICROSWITCH. PERFORMED GEAR SWING. OPERATIONAL CHECK SATISFACTORY AIRCRAFT RETURNED TO SERVICE. (M)									
3520 VTZA	470UE 814	BAG JETSTM3201				OXYGEN MASK	DEPLOYED CABIN		11/25/97 VTZA97671
FLT 6239 - PHF-IAD - DURING TAXI, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS OXYGEN MASK ROW 2C DEPLOYED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 57140, MEL 35-1. MAINTENANCE CLOSED DMI 57140 ON 11-26-97 BY RESTOWING 02 OXYGEN MASK, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3520 VTZA	491UE 911	BAG JETSTM3201				OXYGEN MASK	DEPLOYED CABIN		11/25/97 VTZA97670
FLT 6235 - IAD-CHO - DURING TAXI, AIRCRAFT MADE A SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS ROW 4BC OXYGEN MASKS DEPLOYED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 55727, MEL 35-1. MAINTENANCE CLOSED DMI 55727 ON 11-25-97 BY REPACKING OXYGEN MASKS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5210 VTZA	483UE 898	BAG JETSTM3201				HANDLE	DIRTY PAX DOOR		11/25/97 VTZA97669
FLT 6312 - IAD-JFK - AIRCRAFT MADE A UNSCHEDULED LANDING AT IAD DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED PASSENGER DOOR HANDLE MECHANISM. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5210 VTZA	483UE 898	BAG JETSTM3201				SHOOT BOLTS	OUT OF ADJUST PAX DOOR		11/26/97 VTZA97660
FLT 6348 - IAD-GSO - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED UPPER SHOOT BOLTS, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	473UE 828	BAG JETSTM3101				SWITCH	OUT OF ADJUST POD DOOR		11/30/97 VTZA97664
FLT 6617 - LYH-IAD - AIRCRAFT ABORTED TAKEOFF DUE TO POD DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 52140, MEL 52-1. MAINTENANCE CLOSED DMI 52140 ON 12-01-97 ON 12-01-97 BY ADJUSTING MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	485UE 901	BAG JETSTM3201				CIRCUIT BREAKER	TRIPPED PAX DOOR		12/2/97 VTZA97677
FLT 6488 - SCE-IAD - DURING TAKEOFF, EXPERIENCED A PASSENGER DOOR WARNING LIGHT ILLUMINATION. AIRCRAFT RETURNED TO SCE AND TAXIED TO THE GATE WHERE MX WAS NOTIFIED AND WAS DISPATCHED. MX FOUND THAT THE PASSENGER DOOR CIRCUIT BREAKER HAD POPPED. MAINTENANCE RESET THE CIRCUIT BREAKER AND PERFORMED THE REQUIRED CHECKS IAW THE MM WITH NO FURTHER DISCREPANCY FOUND. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									

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6120 VTZA	471UE 821	BAG JETSTM3201				PROP CONTROL 89548117	FAILED RT ENGINE		11/24/97 VTZA97674
FLT 6193 - IAD-JFK - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO RIGHT ENGINE TORQUE FLUCTUATION. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED PROP PITCH CONTROL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6122 VTZA	471UE 821	BAG JETSTM3201				PROP GOVERNOR 8974107	FAILED LT ENGINE		11/22/97 VTZA97657
FLT 6568 - IAD-SCE - DURING CRUISE, A/C MADE UNSCHEDULED LANDING AT IAD DUE TO LEFT RPM AND TORQUE FLUCTUATION. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED PROP GOVERNOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7200 REXA	315PX 685	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	FAILED RIGHT		11/25/97 RXA97271
ON APPROACH RIGHT ENGINE MADE A LOUD CLUNK, TORQUE WENT TO ZERO. REMOVED AND REPLACED RIGHT ENGINE. (M)									
7200 REXA	330PX 698	BAG JETSTM3101	GARRTT TPE33110U			ENGINE	FAILED RIGHT		11/11/97 REXA97268
ON FINAL RIGHT ENGINE SHUT MADE A LOUD POP AND SHUTDOWN BY ITSELF. LANDED EVENTFUL. REMOVED AND REPLACED RT ENGINE. (M)									
7320 REXA	315PX 685	BAG JETSTM3101	GARRTT TPE33110U			P3 LINE 1379287L403	BROKE LT ENGINE		11/26/97 REXA97270
LEFT ENGINE WOULD NOT MAKE TARGET TORQUE. FOUND LEFT ENGINE P3 LINE BROKEN. REMOVED AND REPLACED P3 LINE. (M)									
7722 SABA	164PC 682	BAG JETSTM3101				CONNECTOR CA3106R1457SF8G	WET COCKPIT		11/21/97 SABA970041
CLT - FLT 5208 - LEFT ENGINE EGT INOP WITH SRL ON OR OFF. AIRCRAFT RETURNED TO CLT. NO INFLIGHT EMERGENCY DECLARED. AIRCRAFT LANDED WITH NO PROBLEMS. MAINTENANCE FOUND THAT THERE WAS WATER IN THE CANNON PLUG FOR EGT SYSTEM. MAINTENANCE DRIED, CLEANED AND RECONNECTED CANNON PLUG. ENGINE RUN AND OPS CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
7722 VTZA	473UE 828	BAG JETSTM3101				CONNECTOR	LOOSE LT ENGINE		11/30/97 VTZA97665
FLT 6451 - EWR-IAD - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT ENGINE HAD A EGT SPIKE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND LOOSE CANNON PLUG ON EGT PROBE AND CLEANED AND RESECURED CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7722 VTZA	473UE 828	BAG JETSTM3101				CONNECTOR	CONTAM LT ENGINE		11/30/97 VTZA97668
FLT 6252 - IAD-ABE - AIRCRAFT ABORTED TAKEOFF DUE TO LEFT ENGINE HAD A EGT FLUCTUATION. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND WATER IN ZONE 2 CANNON PLUG AND REMOVED WATER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7722 VTZA	485UE 901	BAG JETSTM3201				PICK UP	INOPERATIVE LT MAG		11/13/97 VTZA97640
FLT 6338 - IAD-SYR - AIRCRAFT ABORTED TAKEOFF DUE TO LT SRL WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 51703, MEL 76-1 ON SRL. MAINTENANCE CLOSED DMI 11-15-97 BY REMOVING AND REPLACING LEFT MAG PICKUP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2430 JJBA	830CA UE19	BEECH 1900D				POWER PANEL 1293800161	FAILED RT NACELLE	3504	11/20/97 97ZZZM1231
RIGHT GEN INOP. REPLACED POWER PANEL.									

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2435 JJBA	859CA UE128	BEECH 1900D				STARTER/GEN 23072019	FAILED LT ENGINE		11/5/97 97ZZZM1233
LEFT GENERATOR INOPERATIVE. GENERTOR FAILURE. REMOVED AND REPLACED LEFT STARTER, GENERATOR OPS TEST NORMAL. (M)									
2910 JJBA	840CA UE38	BEECH 1900D				LINE 1145800501	LEAKING LT WING		11/7/97 97ZZZM1235
HYDRAULIC LEAK LEFT UNDERSIDE OF WING. CHAFED HYDRAULIC LINE. REMOVED AND REPLACED HYDRAULIC LINE FROM FILL PORT TO HYDRAULIC PACK.									
3418 JJBA	855CA UE61	BEECH 1900D				LIFT TRANSDUCER 1143800571	FAILED LT WING		11/2/97 97ZZZM1232
STALL WARNING INTERMITTENT. LIFT TRANSDUCER FAILURE. REMOVED AND REPLACED STALL LIFT TRANSDUCER.									
5210 JJBA	845CA UE47	BEECH 1900D				SEAL 1294000371	TORN PAX DOOR		11/11/97 97ZZZM1236
CABIN ENTRANCE DOOR SEAL RIPPED. REMOVED AND REPLACED SEAL IAW BEECH MM CHAPTER 52. (M)									
5520 MASA	251ZV UE251	BEECH 1900D				ELEVATOR 130610000613	DAMAGED LT HORIZ STAB		11/28/97 MASA97233
THE LEFT ELEVATOR IMPACTED WITH A DE-ICE TOWER CAUSING DAMAGE TO THE TRAILING EDGE, APPROX 7 INCHES LONG AND .110 INCHES DEEP. REPAIR ORDER B1900D-27-0001YKM WAS ISSUED. THE DAMAGE WAS REPAIRED AND A FLUSH PATCH WAS INSTALLED USING APPROVED DATA FOUND IN BEECH SRM, CHAPTER 55-90-00, PAGES 10-13. TEST FLT PROVED STATISFACTORY AND AIRCRAFT WAS RETURNED TO SERVICE ON 12/1/97. (M)									
5610 JJBA	840CA UE38	BEECH 1900D				WINDSHIELD 10138402515	FAILED COCKPIT		11/12/97 97ZZZM1234
RIGHT WINDSHIELD HEAT INOPERATIVE. WINDSHIELD HEATER FAILURE. REMOVED AND REPLACED RIGHT WINDSHIELD, OPS CHECK GOOD. (M)									
7920 MASA	13ZV UE13	BEECH 1900D				OIL LINE 330997F120414	CHAFED NR 1 ENGINE		11/30/97 MASA97237
FLT 5596 - AVP-BOS - NR 1 ENGINE LOW OIL PRESSURE ANNUNCIATOR ILLUMINATED IN FLIGHT. CREW SHUT DOWN ENGINE AND DECLARED AN EMERGENCY. AIRCRAFT LANDED IN BOS WITHOUT FURTHER INCIDENT. MAINTENANCE REMOVED AND REPLACED OIL COOLER LINE. AIRCRAFT AS RETURNED TO SERVICE. (M)									
2120 DHLA	722DH 19861	BOEING 727228				AIR DISTRIBUTION	ODOR COCKPIT		12/20/97 DHL97722006
IRRITATING OIL BASED SMELL IN COCKPIT. SUSPECT TO BE FROM F/O SEAT. CLEANED EXCESS SEAT LUBRICANT FROM COCKPIT FLOOR AT F/E AND F/O SEAT PER BMM.									
2131 C8GA	227JL 20875	BOEING 727214				CONTROLLER 7612608	MALFUNCTIONED E/E COMPT		11/26/97 97ZZZM1228
FLT 526 - KJP-MIA - FLIGHT RETURNED TO KJP, ON CLIMB-OUT OF KJP, AIRCRAFT WOULD NOT PRESSURIZE. OUTFLOW VALVE WOULD NOT CLOSE. REMOVED PRESSURE CONTROLLER, INSPECTED AND CLEANED CONNECTOR, REINSTALLED PRESSURE CONTROLLER. PERFORMED OPERATIONAL TEST PER BOEING MM 21-31-0. SYSTEM OPS CHECK NORMAL. (M)									
2611 RYNA	527PC 19665	BOEING 727172C				BULB 304	FAILED SMOKE DETECTOR		12/2/97 97ZZZM1230
SMOKE DETECTOR OUT. RELAMPED UPPER RIGHT SMOKE DETECTOR LIGHT. FUNCTIONAL CHECK B-727 MM 26-10-0. (M)									
2611 GAIA	6833 20186	BOEING 727223				SMOKE DETECTOR 302842	FAILED CARGO COMPT		12/3/97 GAIA9770
DURING FLT 833 FROM LRD TO DFW, THE CREW REPORTED, DURING DESCENT CARGO SMOKE WARNING LIGHT ILLUMINATED BRIEFLY, THEN WENT OUT. REMOVED AND REPLACED NR 2 AND NR 6 SMOKE DETECTORS. OPS CHECK GOOD. (M)									

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2611 RYNA	528PC 19597	BOEING 72782C				BULB 304	BURNED SMOKE DETECTOR		12/5/97 97ZZZM1229
ON PREFLIGHT, FOUND SMOKE DETECTOR LIGHT INOP. TROUBLESHOT, FOUND UPPER RIGHT SMOKE DETECTOR LAMP BURNED. REMOVED AND REPLACED UPPER RIGHT SMOKE DETECTOR LAMP. OPERATIONAL CHECK NORMAL PER B-727 MM 26-10-0. (M)									
2613 IPXA	950UP 19718	BOEING 72725C				OVERHEAT LIGHT	INTERMITTENT NR 1 ENGINE		12/16/97 UPS97225349
INSPECTION TYPE-N/A, DURING FLIGHT ENG NR 1 STRUT OVERHEAT LIGHT INTERMITTENTLY BEGIN FLUCTUATING ON AND OFF. INSPECTED NR 1 ENG STRUT FOUND OVERHEAT DETECTOR LOOP INSULATION MISSING. REINSTALLED SAME AND TIGHTEND LOOSE CONNECTOR, RUN NR 1 ENG AND FOUND NO FAULT.									
2781 FDEA	494FE 21532	BOEING 727227				RETRACT IND	MALFUNCTION LE FLAPS		12/17/97 97FDEA00890
LEADING EDGE DEVICE AMBER LIGHT ON AT 2 DURING FLAP RETRACTION NUMBER 3 AND 4 LEADING EDGE DEVICE INDICATOR LIGHTS SHOWED AMBER. RECYCLED 2 TIMES IN FLIGHT, NO CHANGE. LEADING EDGE DEVICES WERE OK AT 5/15/25/30 ON FLAP RETRACTION. CYCLED SLATS AND FLAPS FOR SEVERAL TIMES ALL INDICATIONS WERE NORMAL. VISUAL INSPECTED SLAT AND FLAPS FOR CONDITION, NO OBSTRUCTIONS FOUND.									
2782 CALA	79749 22451	BOEING 727224				ACTUATOR	FAILED NR 2 LE FLAP		12/21/97 CALA9701786
THE NR 2 KRUGER FLAP WOULD NOT RETRACT AFTER TAKEOFF FROM MGA. THE AIRCRAFT WAS RETURNED TO MGA WHERE IT LANDED WITHOUT INCIDENT. THE NR 2 KRUGER FLAP ACTUATOR WAS REMOVED AND REPLACED AND OPERATION CHECKED GOOD.									
2910 CALA	16784 20639	BOEING 727232				HYD LINE 6517844335	LEAKING NR 1 ENGINE		12/20/97 CALA9701785
THE AIRCRAFT LOST A SYSTEM HYDRAULIC FLUID QUANTITY PRIOR TO LANDING AT EWR. THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NR 1 ENGINE A SYSTEM HYDRAULIC PRESSURE LINE LEAKING. THE HYDRAULIC PRESSURE LINE WAS REMOVED AND REPLACED. THE HYDRAULIC SYSTEM WAS SERVICED TO FULL AND LEAK CHECK WAS GOOD.									
3213 DHLA	707DH 18321	BOEING 72722				STRUT 657276128	CRACKED RT MLG	2072	12/17/97 DHL97707004
CRACK FOUND ON RIGHT MLG STRUT BARREL APPROX 13 LONG. REMOVED AND REPLACED LANDING GEAR ASSY PER DHL JOB INSTRUCTION CARD.									
3231 CALA	59792 20646	BOEING 727232				DOOR	OUT OF ADJUST NLG		12/20/97 CALA9701783
THE NOSE GEAR DOOR RED LIGHT REMAINED ILLUMINATED WHEN GEAR WAS EXTENDED FOR LANDING AT EWR. THE AIRCRAFT LANDED WITHOUT INCIDENT. NOSE GEAR DOORS WERE ADJUSTED IAW MM 32-22-1, PAGE 501. INDICATIONS AND OPERATION CHECKED GOOD.									
3232 FDEA	185FE 18871	BOEING 72722				ACTUATOR	LOOSE RT MLG DOOR		12/19/97 97FDEA00893
97-0253 - RIGHT MAIN LANDING GEAR RED DOOR LIGHT ILLUMINATED AFTER GEAR RETRACTION. GREEN GEAR LIGHT OUT. RIGHT MAIN GEAR DOOR CAUTION AMBER LIGHT ON SO PANEL WAS ILLUM. CREW FELT THE RIGHT MAIN GEAR DOWN AND LOCKED. WHEN GEAR HANDLE WAS PUT DOWN RIGHT MAIN GEAR GREEN LIGHT ILLUM IMMEDIATELY. NOSE AND LEFT MAIN NORMAL GEAR EXTENSION TIME. TROUBLE SHOT LANDING GEAR SYS FOUND RIGHT MAIN LANDING GEAR DOOR ACTUATOR ATTACH BLOCK LOOSE AND MISALIGNED AND RIGHT MAIN LANDING GEAR DOOR SEQUENCE VALVE OUT OF RIG. ADJUSTED SAME AND PERFORMED MAIN LANDING GEAR SWING PER M/M 32-30-00 OPERATIONAL CHECK AND INDICATION LIGHT CHECKS ARE NORMAL.									
3310 EISA	12305 19562	BOEING 727231				CONNECTOR	LOOSE GLARESHIELD		11/27/97 EISA97229
FWD INST BACK GROUND LIGHTS INOP ALSO TWO WHITE EMERGENCY ON CONTINUOUSLY EVEN WITH ESSENTIAL AC BUS POWERED. REPAIRED PIN AND CANNON PLUG AT F/O'S PANEL TO GLARESHIELD. (M)									

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3350 K3HA	356PA 20626	BOEING 727225				BULB 3071BPEGPL	FAILED CABIN		12/15/97 K3HA9700140
LAST EMERGENCY PATH LIGHTING LIGHT WAS OUT. INSTALLED NEW BULB IN LAST EMERGENCY PATH LIGHT SOCKET.									
3350 DALA	8875Z 21293	BOEING 727225			S106	BATTERIES	DISCHARGED CABIN		12/16/97 DL72S972654
EMERGENCY EXIT LIGHT AT MAIN CABIN ENTRY DOOR IS INOP. REPLACED BATTERIES. OPS NORMAL.									
3350 DALA	8875Z 21293	BOEING 727225				BATTERIES	DISCHARGED COCKPIT		12/16/97 DL72S972655
EMERGENCY EXIT LIGHT ABOVE COCKPIT DOOR IS INOP. REPLACED LIGHT ASSY AND BATTERIES. OPS NORMAL.									
3350 NWAA	818EA 22555	BOEING 727225				BATTERY	DISCHARGED CABIN		12/21/97 9723632709
DURING LINE MAINTENANCE, FOUND BOTH OVERWING EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACKS. OPERATIONAL CHECK OK.									
3350 NWAA	818EA 22555	BOEING 727225				BATTERY	DISCHARGED CABIN		12/21/97 9723642709
DURING LINE MAINTENANCE CHECK, FOUND AFT CABIN EMERGENCY ESCAPE PATH LIGHTING INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK OK.									
3350 NWAA	285US 21324	BOEING 727251				BATTERY	DISCHARGED CABIN		12/21/97 9723652285
THE FORWARD ENTRY EMERGENCY LIGHT ILLUMINATED AND REMAINED SO UNTIL THE BATTERY CHARGE WAS DEPLETED. REPLACED BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	203US 22543	BOEING 727251				WIRING	FAILED CABIN		12/19/97 9723662203
DURING LINE MAINTENANCE, THE EMERGENCY LIGHTS DID NOT ILLUMINATE FROM THE AFT ATTENDANT PANEL SWITCH. REPAIRED WIRING FAULT AND REPLACED THE AFT EPSU. OPERATIONAL CHECK OK.									
3510 K3HA	8880Z 21453	BOEING 727225				OXYGEN MASK 11442021	FAILED JUMP SEAT		12/21/97 K3HA9700141
JUMP SEAT CREW OXYGEN MASK WILL NOT WORK PROPERLY. REMOVED AND REPLACED JUMP SEAT CREW OXYGEN MASK. OPS CHECK GOOD MM 35-21-41.									
5313 FDEA	146FE 19110	BOEING 72727C				STRINGER 6518382135	CORRODED BS 970-990		12/19/97 97FDEA00895
NR 0646 053 CORROSION (C53-224-01) ON STR 5 LT, BS 970 - 990. REPAIRED STR 5 LT, BS 950-998 IAW FED-EX SRM 53-10-3.									
5313 FDEA	146FE 19110	BOEING 72727C				STRINGER 6518382129	CORRODED BS 950-1183		12/21/97 97FDEA00896
NR 0186 055 CORROSION (C53-224-01) ON STRINGER 2 LT, BS 950-1183. REPAIRED STR 2 LT, BS 950-1183 IAW FEDEX SRM 53-10-3.									
5320 DALA	515DA 21431	BOEING 727232				WEB	CRACKED BS 1243		12/16/97 DL72S972658
FOUND B-2 CHECK, .375 INCH CRACK AT LIGHTENING HOLE AT LT LOWER TORQUE BOX STA 1243. INSTALLED DOUBLER PER M/M 53-11-0 NR 16.									
5320 DALA	515DA 21431	BOEING 727232				WEB	CRACKED BS 1243		12/16/97 DL72S972659
FOUND ON B-2 CHECK, .5 IN CRACK AT RT TORQUE BOX VERT WEB LOWER LIGHTENING HOLE STA 1243. INSTALLED DOUBLER PER M/M 53-11-0 NR 16.									

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5320 FDEA	146FE 19110	BOEING 72727C				FITTING 65159751	CRACKED BS 870		12/17/97 97FDEA00891
WHILE WORKING NR0842, DISCOVERED CRACK IN FORWARD I/B RADIUS OF LT 870 TERMINAL FITTING, 2.8 INCHES ABOVE STR 10 TO 1.7 INCHES BELOW STR 10.									
5753 DALA	805EA 22436	BOEING 727225				SKIN 652163241	TORN LT TE MID FLAP		12/8/97 DL72S972668
.625 INCH LONG CRACK, CONE SKIN 31 FROM I/B END OF FLAP, ALSO COVE SKIN TORN 32 FROM O/B END OF FLAP. BOTH AREAS REPAIRED PER MM 57-52-FIG 809.									
5754 DALA	510DA 21312	BOEING 727232				RIB 651622370	CRACKED RT LE FLAP		12/17/97 DL72L972666
O/B ACTUATOR RIB CRACKED. REPAIRED RIB PER SRM 57-54-0.									
5754 DALA	515DA 21431	BOEING 727232				SKIN 65162268A	CRACKED NR 5 LE FLAP		12/16/97 DL72S972660
FOUND DURING B-2 LETTER CHECK, 1 IN CRACK NR 5 L/E FLAP SKIN AT I/B HINGE CUTOUT. REPAIRED PER M/M 57-53-0 AND ERA 363467-14.									
5754 DALA	526DA 21586	BOEING 727232				RIB	CRACKED NR 3 LE SLAT		12/17/97 DL72S972667
FOUND F2 LETTER CHECK, 1 IN CRACK NR 3 SLAT NOSE RIB AT SLAT ACT ROD END ATTACH I/B END. REPAIRED PER M/M 57-54-0 FIG 804.									
7260 K3HA	354PA 20624	BOEING 727225	PWA JT8D15			GEAR BOX 717000	MALFUNCTIONED NR 1 ENGINE		12/18/97 K3HA9700142
EN ROUTE TO EWR, OIL QUANTITY ENGINE NR 1 BEGAN TO DROP AT AN EXCESSIVE RATE WHEN QUANTITY DROPPED TO BELOW ONE GALLON DECISION WAS MADE TO SHUT DOWN NR 1 ENGINE. ENGINE WINDMILLED 26 MINUTES OIL PSI 27 TO 17 PSI. REMOVED AND REPLACED GEAR BOX, RAN ENGINE CHECKED OK IAW 72-00-61.									
2131 USAA	447US 24874	BOEING 7374B7				CONTROLLER 7638101	FAILED E/E COMPT		11/25/97 USAASB97324
PIT - FLT 721 - CAPTAIN REPORTED AIRCRAFT WOULD NOT PRESSURIZE AFTER TAKEOFF. FLIGHT RETURNED TO FIELD AT PIT AND LANDED WITHOUT FURTHER INCIDENT. NO EMERGENCY WAS DECLARED. MAINTENANCE REMOVED AND REPLACED THE CABIN PRESSURE CONTROLLER. PERFORMED PRESSURIZATION TEST AND CHECKED OPERATION OF OUTFLOW VALVE IN MANUAL PER MM 21-31-00. OPERATIONAL CHECK GOOD. (M)									
2612 CALA	17316 23367	BOEING 7373T0				CONNECTOR	DIRTY APU COMPT		12/22/97 CALA9701795
THE APU FIRE WARNING LIGHT AND BELL ACTIVATED IN FLIGHT WITH THE APU SHUTDOWN. THE APU FIRE HANDLE WAS PULLED AND APU FIRE BOTTLE DISCHARGED. THE APU HANDLE LIGHT REMAINED ON. THE AIRCRAFT WAS DIVERTED TO GSO WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE APU ASSEMBLY AND COMPARTMENT AND FOUND NO EVIDENCE OF FIRE. THE CANNON PLUG FOR AFT FIRE LOOP WAS CLEANED AND LOOP WAS REPOSITIONED AROUND LOAD CONTROL VALVE. THE FIRE HANDLE WAS RESET.									
2761 USAA	391US 23313	BOEING 7373B7				ACTUATOR	LEAKING NR 7 SPOILER		11/25/97 USAASB97325
CLT - FLT 1276 - ON FINAL APPROACH, CREW EXTENDED FLAPS AND LOST HYD QTY AND PRESSURE ON THE 'B' HYD SYSTEM. CREW ABORTED THE APPROACH AND WAS VECTORED ABOUT 15 MI TO THE EAST TO ASSESS THE PROBLEM. EMERG WAS DECLARED. CREW SHUT OFF 'B' HYD SYS AND LANDED WITH 15 DEGREE FLAPS W/O FURTHER INCIDENT. ON TAXI IN, MAINTENANCE SAW HYDRAULIC FLUID LEAKING FROM THE RIGHT WING FLAP ACTUATOR. MX FOUND THE O-RING ON THE NR 7 FLIGHT SPOILER ACTUATOR LEAKING. REPLACED SAME. SERVICED RESERVOIR TO FULL AND OPERATED SYSTEM. NO LEAKS NOTED. (M)									
3230 CALA	16232 19886	BOEING 737217				CYLINDER 69546001	LEAKING LT MLG	21113	12/19/97 CALA9701782
THE NR 1 ENGINE HYDRAULIC LOW PRESSURE LIGHT ILLUMINATED AND HYDRAULIC QUANTITY DROPPED TO ZERO ON APPROACH TO EWR. ALL ABNORMAL AND EMERGENCY CHECKLISTS WERE ACCOMPLISHED AND THE AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE LT MLG HYDRAULIC TRANSFER CYLINDER LEAKING. THE TRANSFER CYLINDER WAS REMOVED AND REPLACED IAW MM 32-32-71. THE HYDRAULIC SYSTEM WAS SERVICED AND LEAK CHECK WAS GOOD.									

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3246 A3L3		BOEING 7373A4				BOLT 2602540	BROKEN WHEEL		12/15/97 A3L397121
INSPECTION FOUND WHEEL HAS BROKEN BOLT. (X)									
3350 USAA	240AU 22355	BOEING 737201				WIRE	LOOSE CABIN		11/28/97 USAASB97327
PHL - FLT 461 - PILOT REPORTED THAT THE SEAT LEVEL EMERGENCY EXIT LIGHTS BRIEFLY ILLUMINATED TWICE IN FLIGHT AND EXTINGUISHED ON THEIR OWN. MAINTENANCE INSPECTED BATTERY PACKS AT ROWS 5, 11 AND 16L AND COULD NOT DUPLICATE FAULT. OPERATIONAL CHECK WAS NORMAL AT THIS TIME. THE NEXT DAY ON FLIGHT 1901, THE SAME DISCREPANCY WAS REPORTED. MX FOUND THE GREEN DISARM WIRE AND BLUE GROUND WIRE PULLED OUT OF SPLICES AT DISCONNECTS D9022P AND D9023P. REINSTALLED WIRES IN SPLICES. OPERATIONAL CHECK GOOD. (M)									
3350 TSAA	820AL 22138	BOEING 737230C				BATTERY PACK 86210066	DISCHARGED CABIN		11/23/97 TSAA9733300
ON SERVICE CHECK, FOUND NR 6 POSITION EMERGENCY FLOOR LIGHT LED'S INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	819AL 23791	BOEING 73725A				BATTERY PACK 86210066	DISCHARGED CABIN		11/21/97 TSAA9733298
ON SERVICE CHECK, FOUND NR 3 EMERGENCY FLOOR LIGHT BATTERY PACK WITH LOW VOLTAGE. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 USAA	279AU 22891	BOEING 7372B7				BATTERY PACK 6104789	DISCHARGED CARGO COMPT		11/28/97 USAASB97326
ROA - MAINTENANCE FOUND THE FORWARD ENTRY AND FORWARD SERVICE DOOR EXTERIOR EMERGENCY EXIT LIGHTS INOP. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACK IN THE FORWARD CARGO COMPT. OPS CHECK GOOD. (M)									
3350 SWAA	74SW 22674	BOEING 7372H4				LIGHT 1000679	INOPERATIVE CABIN		12/15/97 SWAA971046
DURING SCHEDULED A2 CHECK, FOUND AFT SERVICE DOOR EMERGENCY EXIT LIGHT INOP. REPLACED PER BOEING M/M.									
3350 SWAA	81SW 22730	BOEING 7372H4				BATTERY 6104791	DISCHARGED CABIN		12/15/97 SWAA971047
DURING PRE-FLIGHT CHECK, FOUND EMERGENCY EXIT LIGHTS INOP. REPLACED ALL BATTERY PACKS PER BOEING M/M.									
3350 TSAA	816AL 23122	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		11/28/97 TSAA9733311
ON SERVICE CHECK, FOUND POSITION NR 6 EMERGENCY FLOOR LIGHTS UNABLE TO TEST. REPLACED BATTERY PACK. OPS CEHCK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 TSAA	817AL 23292	BOEING 7372X6C				BATTERY PACK 86210066	DISCHARGED CABIN		11/21/97 TSAA9733297
ON SERVICE CHECK, FOUND NR 4 EMERGENCY FLOOR LIGHT BATTERY WEAK. REPLACE BATTERY PACK. OPS CHECK OK. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 W8PA	952WP 23378	BOEING 7373B7				SOCKET S417N50911	DAMAGED CABIN		12/16/97 W8PA971531
FLT 652 DEN - FLOOR TRACK LIGHT INOP AT ROW 7. REPLACED LIGHT SOCKET ASSY. OPS CHECK GOOD.									
3350 W8PA	953WP 23384	BOEING 7373B7				LENS S417N5092	MISSING CABIN		12/16/97 W8PA971530
DEN - FLOOR TRACK LIGHT LENS MISSING AT ROW 17. INSTALLED LIGHT LENS AT ROW 17.									

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3350 W8PA	956WP 24299	BOEING 7373Q8				LIGHT	LOOSE CABIN		12/16/97 W8PA971529
DEN- AFT CABIN EMERGENCY FLOOR TRACK LIGHTING IS INOP. RESECURED LIGHT WIRES, OPS CHECK GOOD.									
3350 CALA	14325 23455	BOEING 7373T0			RADIANT	BATTERY PACK BPS73	DISCHARGED CABIN		12/23/97 CALA9701794
INSPECTION FOUND MID-AISLE EMERGENCY EXIT LIGHT AT STA 628 INOPERATIVE. THE EMERGENCY LIGHT BATTERY PACK WAS REMOVED AND REPLACED AND OPERATION CHECKED GOOD.									
5330 SWAA	53SW 21534	BOEING 7372H4				SKIN	CRACKED PAX DOORWAY		12/12/97 SWAA971044
DURING SCHEDULED SPECIAL VISIT, FOUND FUSELAGE SKIN AND DOOR BEAR STRAP, FWD LOWER HINGE CUTOUT, AT AFT ENTRY DOOR. REPAIRED PER DALFORT AVIATION XEA X2-53-191 REV 1.									
5330 SWAA	53SW 21534	BOEING 7372H4				SKIN	CRACKED BS 907-937		12/12/97 SWAA971043
DURING SCHEDULED SPECIAL VISIT, FOUND NUMEROUS FASTENER HOLES CRACKED AT THE FOLLOWING LOCATIONS: BS 907-937, S10L. REPAIRED PER DALFORT AVIATION XEA X2-53-188.									
5330 SWAA	53SW 21534	BOEING 7372H4				SKIN	CRACKED FUSELAGE		12/12/97 SWAA971042
DURING SCHEDULED SPECIAL VISIT, FOUND NUMEROUS FASTENER HOLES CRACKED AT THE FOLLOWING LOCATIONS: BS 907-947, S4R BS 907-937, 14L, BS 907-903, S10R BS 1006-1016, S10R. REPAIRED PER DALFORT AVIATION XEA X2-53-189.									
5330 SWAA	53SW 21534	BOEING 7372H4				SKIN	CRACKED PAX DOORWAY		12/12/97 SWAA971045
DURING SCHEDULED SPECIAL VISIT, FOUND FUSELAGE SKIN AND DOOR BEAR STRAP, FWD LOWER HINGE CUTOUT, AT AFT SERVICE DOOR. REPAIRED PER DALFORT AVIATION XEA X2-53-191 REV. 1									
7200 SWAA	103SW 23109	BOEING 7372H4	GE CFM563B1			ENGINE 65737691	FAILED NR 1		12/15/97 SWAA971048
DURING DESCENT, NR 1 ENGINE OIL FILTER BYPASS LIGHT ILLUMINATED. CREW PERFORMED ENGINE SHUTDOWN CHECKLIST. AIRCRAFT LANDED WITHOUT INCIDENT. INSPECTED AND FOUND METAL SHAVINGS IN OIL AND IN TAILPIPE. REPLACED ENGINE PER BOEING M/M.									
7200 SWAA	390SW 26593	BOEING 7373H4	GE CFM563B1			ENGINE	BIRDSTRIKE NR 2		12/12/97 SWAA971049
EXPERIENCED BIRSTRIKE TO NR 2 ENGINE DURING CLIMB-OUT, AIRCRAFT RETURNED TO DAL AND MADE AN UNEVENTFUL LANDING. INSPECTED AND FOUND 3 FAN BLADES DAMGED, BUT NO CORE ENTRY. REPLACED BLADES AND COMPLIED WITH ENGINE RUN OK PER BOEING M/M.									
2450 TWRA	618FF 21937	BOEING 747212B				BPCU 21B772R	INOPERATIVE NR 1		11/27/97 TWRA97201
SJU-JFK - DURING CRUISE, DIVERTED TO MIA, ESS BUS OFF LIGHT CAME ON AND STANDBY ON LIGHT WAS OP. THE ESS BUSS OFF LIGHT, FWD PNL ON. PLACING ESS A/C BUS SELECTOR SW TO GEN 3, 2 OR 1 NO HELP AND NO CHANGE IN A/C FOR DC POWER. PLACING ESS A/C BUS TO OFF, ALL T/R RE NORMAL AND GEN ALL NORM. CAPT HSI COMPASS SPINS WITH RADIO INS SW IN INS AFTER FLAPS WERE POS 1. THE UPPER YAW DAMPER LIGHT CAME ON. ALSO, CAPT FLT DIRECTION WAS OFF. R/R'D NR 1 BPCU UNIT PER MM 24-23-00 AND OPS CHECK PER 24-20-00. RAN ALL 4 ENGINES PER 71-00-00 SWITCHED NORMAL ACROSS 4, 3, 2, 1 SELECTOR. ALL LIGHT FUNCTION OK. ALSO PER OPS CHECK OK STANDBY POWER LIGHT OK PER 24-27-01. (M)									

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2910 SRAA	745SJ 20888	BOEING 747212B				SHUTOFF VALVE AV16E1296	FAILED TAIL COMPARTMENT		12/18/97 SRAA971216
DURING FLIGHT INTO MIA, FLIGHT 203, COMPLETE LOSS OF NR 4 HYD SYS, BOTH FLUID AND PRESSURE, AS INDICATED BY QTY GAUGE, LOW QUANTITY LIGHT ILLUM. ZERO PRESSURE INDICATED ON GAUGE AND ILLUMINATION OF BOTH ADP AND EDP PRESSURE LIGHTS ON F/E PANEL AND ON FWD INST PANEL. FOUND HYD SHUT OFF VALVE SYSTEM NR 4 IN TAIL COMPARTMENT FAILED. REMOVED AND REPLACED VALVE IAW MM 27-28-00. OPS CHECK AND LEAK CHECK OK. RESERVICED NR 4 HYD SYSTEM.									
3244 A3LD		BOEING 747*			BENDIX 26019106	TIRE 49X17	FAILED MLG		12/11/97 A3LD97123
TIRE FAILURE DUE TO FOREIGN OBJECT DAMAGE. (X)									
3350 IPXA	677UP 20391	BOEING 747123F				LIGHTS	INOPERATIVE CABIN		12/19/97 UPS97425354
MAIN DECK EMERGENCY LIGHTS IN CEILING AND L1 DOOR FRAME ARE INOP. INSTALLED MAIN DECK EMERGENCY LIGHT ASSY IN POSITIONS STA 550 AND STA 350. ALL EMERGENCY LIGHTS OPERATE NORMALLY IAW M/M 33-50.									
3510 IPXA	681UP 19661	BOEING 747121				OXY REGULATOR 280001	MALFUNCTIONED COCKPIT		12/18/97 UPS97425350
CANNOT STOP FLOW OF O2 ON S/O ON REG AT 100 PERCENT EMERG IAW AOM CHECK PROCEDURES. REMOVED AND REPLACED O2 REGULATOR P/N ON/OFF 28000-1 S/N ON 7879 OFF 8278.									
5230 P5CA	853FT 19753	BOEING 747122				CONNECTING ROD 65B073296	BROKEN CARGO DOOR		12/19/97 P5CA9701852
BROKEN CONNECTOR ROD FOR MAIN DECK CARGO DOOR AFT HOOK. REPLACED ROD PER M/M 52-32-11, OPERATIONAL CHECK GOOD.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING	CRACKED BS 1910		12/11/97 9723556614
DURING M CHECK, FOUND CRACK IN SEAT TRACK SUPPORT FITTING AT FS 1910, RBL 45. REPLACED FITTING PER SRM 51-30-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298425	CORRODED BS 2360		12/22/97 9724056614
DURING M CHECK, FOUND CORROSION ON STR 42L END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-25) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298426	CORRODED BS 2360		12/22/97 9724036614
DURING M CHECK, FOUND CORROSION ON STR 42R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-26) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B02699	CORRODED BS 2360		12/22/97 9723916614
DURING M CHECK, FOUND CORROSION ON STR 49L END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING	CORRODED BS 434		12/16/97 9723516614
DURING M CHECK, FOUND CORROSION ON DOOR 1R, NR 2 STOP FITTING FS 434, WL 220. REPLACED FITTING (P/N 65B07927-504) PER SRM 51-10-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 105U057972	CRACKED 3R DOORWAY		12/19/97 9723806614
DURING M CHECK, FOUND CRACK IN NBR 2 STOP FITTING AT DOOR 3R. REPLACED FITTING (P/N 105U0579-72) PER SRM 51-30-02.									

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5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298427	CORRODED BS 2360		12/22/97 9724046614
DURING M CHECK, FOUND CORROSION ON STR 44L END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-27) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723896614
DURING M CHECK, FOUND CORROSION ON STR 48L END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723886614
DURING M CHECK, FOUND CORROSION ON STR 50L END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723906614
DURING M CHECK, FOUND CORROSION ON STR 51L END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723956614
DURING M CHECK, FOUND CORROSION ON STR 46L END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298464	CORRODED BS 2360		12/22/97 9724016614
DURING M CHECK, FOUND CORROSION ON STR 51R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-64) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298418	CORRODED BS 2360		12/22/97 9724006614
DURING M CHECK, FOUND CORROSION ON STR 26R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-18) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298419	CORRODED BS 2360		12/22/97 9723996614
DURING M CHECK, FOUND CORROSION ON STR 36L END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-19) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298417	CORRODED BS 2360		12/22/97 9723986614
DURING M CHECK, FOUND CORROSION ON STR 26L END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-17) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298428	CORRODED BS 2360		12/22/97 9724096614
DURING M CHECK, FOUND CORROSION ON STR 44R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-28) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298422	CORRODED BS 2360		12/22/97 9723976614
DURING M CHECK, FOUND CORROSION ON STR 38R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-22) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298420	CORRODED BS 2360		12/22/97 9723966614
DURING M CHECK, FOUND CORROSION ON STR 36R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-20) PER BOEING DRAWING 65B02697.									

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5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298424	CORRODED BS 2360		12/22/97 9724066614
DURING M CHECK, FOUND CORROSION ON STR 40R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-24) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298423	CORRODED BS 2360		12/22/97 9724076614
DURING M CHECK, FOUND CORROSION ON STR 40L END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-23) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 105U057978	CRACKED 3R DOORWAY		12/19/97 9723826614
DURING M CHECK, FOUND CRACK ON NR 5 STOP FITTING ON DOOR 3R. REPLACED FITTING (P/N 015U0579-78) PER SRM 51-30-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B083517	CRACKED 3L DOORWAY		12/19/97 9723786614
DURING M CHECK, FOUND CRACK IN NR 6 STOP FITTING AT DOOR 3L. REPLACED FITTING (P/N 65B08351-7) PER SRM 51-30-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 015U057971	CRACKED 3L DOORWAY		12/19/97 9723796614
DURING M CHECK, FOUND CRACK IN NBR 2 STOP FITTING AT DOOR 3L. REPLACED FITTING (P/N 015U0579-71) PER SRM 51-30-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B08351	CRACKED 3R DOORWAY		12/19/97 9723816614
DURING M CHECK, FOUND CRACK IN NBR 6 STOP FITTING AT DOOR 3R. REPLACED FITTING (P/N 65B08351-8) PER SRM 51-30-02.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298434	CORRODED BS 2360		12/22/97 9724026614
DURING M CHECK, FOUND CORROSION ON STR 49R END FITTING AT FS 2360. REPLACED FITTING (P/N 65B02984-34) PER BOEING DRAWING 65B02697.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723946614
DURING M CHECK, FOUND CORROSION ON STR 46R END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723936614
DURING M CHECK, FOUND CORROSION ON STR 48R END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0299	CORRODED BS 2360		12/22/97 9723926614
DURING M CHECK, FOUND CORROSION ON STR 50R END FITTING AT FS 2360. REPLACED FITTING PER BOEING DRAWING 65B02699.									
5320 NWAA	614US 20539	BOEING 747251B				FITTING 65B0298421	CORRODED BS 2360		12/22/97 9724086614
DURING M CHECK, FOUND CORROSION ON STR 38L END FITTING FS 2360. REPLACED END FITTING (P/N 65B02984-21) PER DWG 65B02697.									
5711 NWAA	625US 21707	BOEING 747251B				SPAR WEB	CORRODED WS 950-980		11/25/97 9723526625
DURING PERIODIC CHECK, FOUND CORROSION ON THE LEFT WING FORWARD SPAR WEB (P/N 65B225851-2) BETWEEN FSS 950-980. REPAIRED PER EA 66-152345.									

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7200 SRAA	741SJ 22063	BOEING 747246F	PWA JT9*			ENGINE	FAILED NR 2		12/12/97 SRAA971212
5 MINUTES INTO FLIGHT FROM AMS, FLIGHT NR 6217, NR 2 ENGINE COMPRESSOR STALLED. DUMPED FUEL IAW AOM AND RETURNED TO AMS. REMOVED AND REPLACED NR 2 ENGINE IAW BMM CH 71-00-02. OPS CHECKED GOOD IAW BMM CH 71.									
2761 NWAA	501US 23190	BOEING 757251				ACTUATOR 33215006	MALFUNCTIONED NR 8 SPOILER	34942 1859	12/7/97 9723245501
***** AIRCRAFT REQUIRED EXCESSIVE AILERON AND RUDDER TRIM TO FLY STRAIGHT AND LEVEL. CREW OBSERVED THE NR 8 SPOILER FLOAT. AIRCRAFT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE NR 8 SPOILER ACTUATOR WITH A SERVICEABLE UNIT, OPERATIONAL CHECK SATISFACTORY.									
3350 USAA	601AU 22193	BOEING 757225				LIGHT 873100151REV9	INOPERATIVE CABIN		12/3/97 USAABB97156
LAX - FOUND EMERGENCY FLOOR LIGHT AT ROW 9 INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (M)									
3350 USAA	601AU 22193	BOEING 757225				BATTERIES 86210066	DISCHARGED CABIN		11/29/97 USAABB97152
LAX - FOUND EMERGENCY FLOOR LIGHT BATTERIES LOW AT ROWS 9, 13, 18, 23, 26 AND 33. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	605AU 22201	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE CABIN		11/18/97 USAABB97146
LAX - R-4 DOOR EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE EXIT IDENTIFIER ASSEMBLY. (M)									
3350 USAA	607AU 22203	BOEING 757225				BATTERIES 86210066	DISCHARGED CABIN		11/29/97 USAABB97154
LAX - EMERGENCY FLOOR LIGHTS INOPERATIVE AT ROWS 1, 10 18 AND 23. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	607AU 22203	BOEING 757225				SIGN 8731002511REV9	INOPERATIVE CABIN		11/29/97 USAABB97153
LAX - FOUND L2 EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE EXIT IDENTIFIER. (M)									
3350 NOCA	757NA 24567	BOEING 75723A				WIRE	LOOSE CABIN		11/14/97 NOCA0997
ON A DAILY CHECK, FOUND E-PATH LIGHTS IN ROWS 10 TO 12 INOPERATIVE. FOUND LOOSE WIRE IN ROW 12C. RECONNECTED LOOSE WIRE, SYSTEM RETURNED TO NORMAL. (M)									
3350 NWAA	543US 26490	BOEING 757251				BATTERY	DISCHARGED CABIN		12/16/97 9723445643
DURING SCHEDULED CHECK, MAINTENANCE FOUND THE LEFT OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY WITH A SERVICEABLE UNIT, OPERATIONAL CHECK WAS SATISFACTORY.									
3350 NWAA	549US 26496	BOEING 757251				POWER SUPPLY	INOPERATIVE CABIN		11/30/97 9723255649
DURING PERIODIC CHECK, MAINTENANCE FOUND EMERGENCY LIGHTS AT DOOR 2L INOPERATIVE. THE POWER SUPPLY AND LIGHTS WERE REPLACED, OPERATIONAL CHECK WAS SATISFACTORY.									
3350 USAA	612AU 27124	BOEING 7572B7				LIGHT 873100151REV9	MALFUNCTIONED CABIN		11/22/97 USAABB97148
LGA - EMERGENCY FLOOR LIGHT AT SEAT ROW 13 WOULD NOT EXTINGUISH. MAINTENANCE REPLACED THE LIGHT ASSY. (M)									

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3350 USAA	620AU 27199	BOEING 7572B7				LIGHT 873100151REV9	INOPERATIVE CABIN		11/22/97 USAABB97143
PIT - ROW 14 EMERGENCY FLOOR LIGHT INOPERATIVE. MAINTENANCE REPLACED THE LIGHT ASSEMBLY. (M)									
3350 USAA	623AU 27244	BOEING 7572B7				LIGHT 873100151	INOPERATIVE CABIN		11/28/97 USAABB97151
LAX - MAINTENANCE FOUND THE NR 1 FLOOR MOUNTED EMERGENCY LIGHT DOES NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE EMERGENCY LIGHT ASSY. OPS CHECK GOOD. (M)									
3350 USAA	623AU 27244	BOEING 7572B7				BATTERY PACK 86210066	DISCHARGED CABIN		11/26/97 USAABB97150
LAX - MAINTENANCE FOUND THE EMERGENC FLOOR LIGHTING AT ROWS 1, 13, 23 AND 33 WOULD NOT TEST. MAINTENANCE REMOVED AND REPLACED THE BATTERY PACKS FOR ROWS 1, 13, 23 AND 33. OPS CHECK GOOD. (M)									
3350 USAA	624AU 27245	BOEING 7572B7				BATTERY 86210151	DISCHARGED CABIN		11/22/97 USAABB97145
LAX - EMERGENCY LIGHT CONTROL MODULE INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
3350 USAA	624AU 27245	BOEING 7572B7				SIGN 8731002511REV9	INOPERATIVE CABIN		11/12/97 USAABB97147
LAX - L4 DOOR EXIT IDENTIFIER INOPERATIVE. MAINTENANCE REPLACED THE EXIT IDENTIFIER. (M)									
3350 USAA	629AU 27807	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		11/21/97 USAABB97155
LAX - FOUND SEAT EMERGENCY FLOOR LIGHTS INOPERATIVE AT ROWS 1, 6, 29. MAINTENANCE REPLACED THE BATTERIES. (M)									
3350 USAA	630AU 27808	BOEING 7572B7				BATTERY 86210066	DISCHARGED CABIN		11/22/97 USAABB97144
LAX - EMERGENCY FLOOR LIGHT AT ROW 33 INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 141N5113	CORRODED BS 377	41597	11/21/97 USAA970340
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM .5 INCH BY .5 INCH AT CLIPNUTS STATION 377 FROM BL 0 TO RBBL 60. INSTALLED NEW FLOORBEAM AND REPAIRED DOUBLERS PER SRM 51-20-01, SRM 20-41-02, SRM 53-00-51 FIGURE 203. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 141N5113	CORRODED BS 377	41597	11/21/97 USAA970341
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM .5 INCH BY .5 INCH AT CLIPNUTS STATION 377 FROM BL 0 TO LBBL 60. INSTALLED NEW FLOORBEAM AND REPAIRED DOUBLERS PER SRM 51-20-01, SRM 20-41-02 AND SRM 53-00-51 FIGURE 203. (M)									
5315 USAA	602AU 22196	BOEING 757225				FLOORBEAM 146N5091	CORRODED BS 1681	41597	11/21/97 USAA970339
CLT - DURING C-4 CHECK VISUAL INSPECTION, FOUND CORROSION ON FLOORBEAM 1 INCH BY 100 INCH STATION 1681 UNDER SURFACE TOTAL LENGTH. REPAIRED DOUBLERS AND REPLACED BEAM PER EA 60717. (M)									
2781 USAA	646US 23898	BOEING 767201				PROX SWITCH 834403	FAILED NR 2 LE SLAT		11/17/97 USAABB97142
PHL - FL 14 - EN ROUTE AT FL370, CREW RECEIVED THE EICAS MESSAGE 'LE SLAT ASSY.' CREW ALSO FELT A 'RUMBLE' WHICH MAY HAVE INDICATED A SLAT MOVEMENT. FLIGHT RETURNED TO PHL AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE PERFORMED THE BITE PROCEDURE PER THE FIM AND REPLACED THE NR 2 OUTBOARD SLAT PROXIMITY SWITCH (S277).									

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3350 USAA	649US 23901	BOEING 767201				POWER SUPPLY BPS73	INOPERATIVE CABIN		11/27/97 USAABB97149
MAD - DURING DAILY CHECK, MAINTENANCE FOUND THE EMERGENCY FLOOR PATH LIGHTS INOP FROM ROW 23 TO RIGHT AFT EXIT DOOR AND ACROSS AISLE (AFT GALLEY). MAINTENANCE FOUND THE EMERGENCY LIGHTING BATTERY POWER SUPPLY M1208 BAD. REPLACED MODULE ASSY. OPS CHECK GOOD. (M)									
3350 DALA	171DN 24759	BOEING 767332			20121	POWER SUPPLY	INOPERATIVE CABIN		12/17/97 DL76L972669
SEAT ROW 24AB THROUGH 27AB AND 24FG THROUGH 27FG TRACK LIGHTS INOP. REPLACED POWER SUPPLY, OPS CHECKED NORMAL.									
5315 USAA	651US 24764	BOEING 7672B7				FLOORBEAM	CORRODED BS 287	30622	11/18/97 USAA970338
CLT - DURING VISUAL CHECK INSPECTION, FOUND CORROSION .040 INCH DEEP BY 1 INCH WIDE AT UPPER CAP OF CABIN FLOORBEAM 287 RBL 80. DEFERRED OM 7 NR 33455. (M)									
2752 DPOA	678BB 421B0876	CESSNA 421B			511523716	GEAR ASSY 51152413	FAILED FLAP DRIVE		11/17/97 97ZZZX5193
FLAPS FAILED TO RETRACT. UPON DISASSEMBLY OF THE FLAP ACTUATOR ASSEMBLY (GEAR REDUCTION DRIVE), THE SHAFT OF PART 5115241-3 WAS FOUND SHEARED JUST FORWARD OF THE GEAR. THIS ALLOWED THE OUTPUT SHAFT TO WOBBLE IN BEARING MS 20201KP8A EVENTUALLY SHEARING ALL OF THE TEETH OFF OF THE SMALL MESHING PART OF GEAR ASSEMBLY 5115244-2.									
2915 IW1R	331QS 5600331	CESSNA 560CESSNA				RELIEF VALVE 4614	MALFUNCTION HYD SYSTEM	2417	12/5/97 97ZZZX5206
TROUBLESHOOTING FOR INCOMPLETE RETRACT CYCLE FOUND HYDRAULIC RELIEF VALVE OPENING PREMATURELY.									
2915 IW1R	348QS 5600348	CESSNA 560CESSNA				RELIEF VALVE 4614	MALFUNCTION HYD SYSTEM	1699	12/8/97 97ZZZX5207
CREW REPORTS GEAR FAILS TO COMPLETE RETRACT CYCLE. FOUND 1500 PSI RELIEF VALVE OPENING PREMATURELY @ 1100 PSI. THIS CAUSED REPORTED CONDITION. FOUND THIS SAME CONDITION ON 560-0331 WITH 1417 HOURS. SUBMITTER RECOMMENDS TO ADD PRESSURE CHECK AT 300 HOUR INTERVALS WHEN GEAR SWINGS ARE PERFORMED.									
3250 COMA	943CA 7062	CNDAIR CL6002B19				STEERING	MALFUNCTIONED NLG		12/17/97 COMA9760251
STEERING INOP MESSAGE WHEN LANDING GEAR LOWERED. COULD NOT DUPLICATE DISCREPANCY. OPERATIONAL CHECK OF NWS SYSTEM WAS NORMAL.									
5270 COMA	949CA 7080	CNDAIR CL6002B19				WARNING	ACTIVATED PAX DOOR		12/18/97 COMA9760252
CABIN DOOR OUTER HANDLE CAUTION MESSAGE ON EICAS. DEFERRED OUTER HANDLE WARNING SYSTEM AIRCRAFT RETURNED TO SERVICE.									
1100 MASA	437YV 437	DHAV DHC8202				PLACARD 81152083101	TORN EMERGENCY EXIT		11/28/97 MASA97236
DURING ROUTINE MAINTENANCE, FOUND 'LIFT HERE' PLACARD ON RIGHT AFT EMERGENCY EXIT, INTERIOR CABIN PANEL WAS HALF PEELED OFF AND TORN. IT WAS SUSPECTED A PASSENGER TRIED TO TAKE IT OFF. REMOVED AND REPLACED PLACARD. (M)									
3250 QXEA	840PH 74	DHAV DHC8102				STEERING	MALFUNCTIONED NLG		12/20/97 QXEA9700910
EUG - WHILE TURNING ON TAXIWAY, NOSE WHEEL AND LEFT MAIN WHEEL SLOWLY ROLLED INTO GRASS. RETURNED AIRCRAFT TO TAXIWAY IAW RECOVERY MANUAL. AIRCRAFT OPERATIONAL CHECKED AND RETURNED TO SERVICE. NO PARTS REPLACED.									
3350 PCAA	819EX 016	DHAV DHC8102				BULB	FAILED CABIN		11/30/97 PCAA9700626
SEVERAL BULBS INOPERATIVE, FORWARD LEFT EMERGENCY LIGHT. REPLACED FORWARD EMERGENCY LIGHT ASSEMBLY. OPERATION CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 PCAA	819EX 016	DHAV DHC8102				BATTERY PACK 2078	DISCHARGED CABIN		11/5/97 PCAA9700603
EMERGENCY LIGHT AT FORWARD RIGHT CABIN HAS SEVERAL BULBS INOPERATIVE. FOUND FORWARD BATTERY PACK DISCHARGED. REMOVED AND REPLACED BATTERY PACK. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	819EX 016	DHAV DHC8102				BULB	FAILED CABIN		11/5/97 PCAA9700604
ONE LIGHT INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	820EX 019	DHAV DHC8102				LIGHT 10005511	INOPERATIVE CABIN		11/8/97 PCAA9700608
COCKPIT PORTABLE EMERGENCY LIGHT DOES NOT WORK WHEN EMERGENCY LIGHT SWITCH IS SELECTED TO ON. REMOVED AND REPLACED COCKPIT PORTABLE EMERGENCY LIGHT ASSEMBLY WITH SERVICEABLE UNIT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	820EX 019	DHAV DHC8102				WIRE	LOOSE CABIN		11/13/97 PCAA9700614
EVERY OTHER BULB INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. FOUND TWO JUMPER WIRES DISCONNECTED IN EMERGENCY FLOOR PROXIMITY LIGHTING CIRCUIT. SECURED JUMPER WIRES AND SYSTEM OPERATIONALLY TESTED NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 PCAA	829EX 146	DHAV DHC8102				BULB	FAILED CABIN		11/26/97 PCAA9700629
OVERHEAD EMERGENCY LIGHT INOPERATIVE. RELAMPED OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 PCAA	829EX 146	DHAV DHC8102				BULB	FAILED CABIN		11/11/97 PCAA9700612
CENTER AISLE AFT EMERGENCY LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 PCAA	821EX 173	DHAV DHC8102				BATTERIES	DISCHARGED CABIN		11/30/97 PCAA9700627
CENTER OVERHEAD CABIN EMERGENCY LIGHT AND AFT OVERHEAD SIGN INOPERATIVE. CHARGED BATTERIES USING A/C SYSTEM OPERATIONAL CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	821EX 173	DHAV DHC8102				BULB	FAILED CABIN		11/14/97 PCAA9700618
RIGHT AFT EXTERIOR EMERGENCY EGRESS LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	821EX 173	DHAV DHC8102				BULB	FAILED CABIN		11/14/97 PCAA9700620
CENTER CABIN OVERHEAD EMERGENCY EXIT LIGHT INOPERATIVE. REMOVED AND REPLACED BULB. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 PCAA	822EX 187	DHAV DHC8102				SOCKET	FAILED CABIN		11/9/97 PCAA9700609
ONE LIGHT INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. REMOVED AND REPLACED LIGHT SOCKET. OPERATIONAL TEST NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 PCAA	822EX 187	DHAV DHC8102				LIGHT	INOPERATIVE CABIN		11/26/97 PCAA9700628
SECOND RED EMERGENCY FLOOR LIGHT INOP. REPLACED SECOND EMERGENCY FLOOR LIGHT MODULE. OPERATION CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									

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3350 PCAA	817EX 191	DHAV DHC8102				BULB	FAILED CABIN		11/14/97 PCAA9700617
SEVERAL EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM BULBS INOPERATIVE. REPAIRED OPEN CIRCUIT IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM WIRING. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	838EX 220	DHAV DHC8102				BULB	FAILED CABIN		11/1/97 PCAA9700599
SEVERAL LIGHTS INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. REPLACED BULBS. OPERATIONAL TEST NORMAL. A/R RETURNED TO SERVICE. (M)									
3350 PCAA	838EX 220	DHAV DHC8102				BULB	FAILED CABIN		11/27/97 PCAA9700630
FORWARD LEFT FUSELAGE EXIT EMERGENCY LIGHT INOPERATIVE. REPLACED BULB. OPERATION CHECK GOOD. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	839EX 226	DHAV DHC8102				WIRE	BROKEN CABIN		11/7/97 PCAA9700605
TWO LIGHTS INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. REPAIRED BROKEN WIRES IN EMERGENCY FLOOR PROXIMITY LIGHTING CIRCUIT. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	818EX 235	DHAV DHC8102				LIGHT	BROKEN CABIN		11/29/97 PCAA9700625
LEFT AFT EMERGENCY EXIT, SIDEWALL LIGHT IS BROKE. REMOVED AND REPLACED EMERGENCY LIGHT ASSY. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	833EX 282	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		11/3/97 PCAA9700600
TWO FORWARD LIGHTS INOPERATIVE IN EMERGENCY FLOOR PROXIMITY LIGHTING SYSTEM. FOUND BATTERY PACK DISCHARGED AT POSITION 400. REMOVED AND REPLACED BATTERY PACK. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	809EX 302	DHAV DHC8102				LIGHT	LOOSE CABIN		11/5/97 PCAA9700602
ROW ONE EMERGENCY EXIT LIGHT DETACHED FROM WALL. RESECURED EMERGENCY LIGHT. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	809EX 302	DHAV DHC8102				BULBS	FAILED CABIN		11/30/97 PCAA9700624
THREE FLOOR EMERGENCY LIGHTS INOPERATIVE. REPLACED BURNED BULBS, SYSTEM CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	814EX 318	DHAV DHC8102				WIRE	BROKEN CABIN		11/13/97 PCAA9700613
WIRE BROKEN AT BUTT SPLICE AFT OF THE FOURTH RED EMERGENCY FLOOR PATH LIGHT AT ROW ONE. REPAIRED WIRING TO CONFORM WITH WIRING DIAGRAM 33-51-00 OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	815EX 321	DHAV DHC8102				BULB	FAILED CABIN		11/1/97 PCAA9700596
SEVERAL EMERGENCY FLOOR PATH LIGHTS INOPERATIVE. REPLACED BULBS. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MALA	824MA 327	DHAV DHC8102				LIGHT 7239410802	INOPERATIVE CABIN		12/18/97 MALA975817
DURING INSPECTION, ONE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									

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3350 MALA	824MA 327	DHAV DHC8102				BULB 1013073	FAILED CABIN		12/20/97 MALA975822
DURING INSPECTION, FLOOR TRACK LIGHT, SEAT 4 INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 PCAA	816EX 329	DHAV DHC8102				WIRE	BROKEN CABIN		11/11/97 PCAA9700611
THREE RED EMERGENCY FLOOR PROXIMITY SYSTEM LIGHTS INOPERATIVE. FOUND AND REPAIRED BROKEN WIRE IN FLOOR EMERGENCY PROXIMITY LIGHTING SYSTEM. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MALA	827MA 331	DHAV DHC8102				BULB 1013073	FAILED CABIN		12/21/97 MALA975823
DURING INSPECTION, ONE EMERGENCY FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 MALA	861MA 362	DHAV DHC8102				BULB 1013073	FAILED CABIN		12/21/97 MALA975825
DURING INSPECTION, ONE WHITE FLOOR TRACK LIGHT INOP. MAINTENANCE RELAMPED FLOOR TRACK LIGHT. ALL CHECKS GOOD.									
3350 PCAA	825EX 388	DHAV DHC8102				CONNECTOR	LOOSE CABIN		11/2/97 PCAA9700598
LEFT SIDE EMERGENCY LIGHT AT EXIT DOOR BASE WILL NOT ILLUMINATE. REMOVED WALL PANEL FOUND MATRIX CONNECTOR LOOSE. SECURED CONNECTOR. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 PCAA	828EX 392	DHAV DHC8102				BATTERY 6104781	DISCHARGED CABIN		11/16/97 PCAA9700619
LEFT CABIN EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED EMERGENCY LIGHTING SYSTEM POWER SUPPLY AT POSITION NR 600. OPERATIONAL TEST NORMAL. A/C RETURNED TO SERVICE. (M)									
3350 MASA	454YV 454	DHAV DHC8202				BULB PR2	FAILED CABIN		11/26/97 MASA97235
DURING ROUTINE MAINTENANCE, FOUND PORTABLE EMERGENCY LIGHT DID NOT ILLUMINATE. REMOVED AND REPLACED LIGHT BULB IN LIGHT ASSEMBLY. (M)									
3350 QXEA	353PH 496	DHAV DHC8202			GRIMES 82520977001	POWER SUPPLY 6038443	INOPERATIVE CABIN	1130	12/20/97 QXEA9700907
SEA - EMERGENCY TRACK LIGHTING REMAINS ON WHEN SWITCH IS OFF. REPLACED EMERGENCY LIGHT POWER SUPPLY. OPERATIONAL CHECK GOOD.									
5347 PCAA	821EX 173	DHAV DHC8102				SEAT TRACK	WORN LT COCKPIT		10/31/97 PCAA9700606
CAPTAINS LEFT SEAT TRACK SHOWING WEAR. REPAIRED SEAT RAILS IAW DHC SERVICE BULLETIN 8-53-53 AND RD8-53-2658. A/C RETURNED TO SERVICE. (M)									
5347 PCAA	832EX 280	DHAV DHC8102				SEAT TRACK	WORN RT COCKPIT		11/7/97 PCAA9700607
CAPTAINS AND FIRST OFFICERS SEAT RAILS APPROACHING WEAR LIMITATIONS. INSTALLED STAINLESS STEEL WEAR STRIPS ON CAPTAINS AND FIRST OFFICERS SEAT RAILS IAW SB 8-53-53. A/C RETURNED TO SERVICE. (M)									
5347 PCAA	814EX 318	DHAV DHC8102				SEAT TRACK	WORN COCKPIT		11/14/97 PCAA9700616
DURING ROUTINE INSPECTION, THE CAPTAINS AND FIRST OFFICERS SEAT RAILS WERE FOUND WORN AT LOCKING PIN HOLES. INSTALLED STAINLESS STEEL WEAR STRIPS ON CAPTAINS AND FIRST OFFICERS SEAT TRACKS IAW SB 8-53-53. A/C RETURNED TO SERVICE. (M)									

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5610 PCAA	826EX 389	DHAV DHC8102				WINDOW 17180003	CRACKED LT COCKPIT		11/15/97 PCAA9700615
DURING CRUISE FLIGHT, THE CAPTAINS SIDE WINDOW CRACKED. A/C LANDED WITHOUT INCIDENT. REMOVED AND REPLACED CAPTAINS SIDE WINDOW IAW DASH 8 MM. A/C RETURNED TO SERVICE. (M)									
7261 PCAA	818EX 235	DHAV DHC8102	PWA PW120A			OIL SYSTEM	REQ'D SERVICE NR 1 ENGINE		11/12/97 PCAA9700610
UPON TAKEOFF FROM ROC, THE NR 1 ENGINE OIL PRESSURE DROPPED 25 PSI. THE CREW SECURED THE ENGINE IAW PROCEDURES AND RETURNED TO FIELD. MAINTENANCE INSPECTED THE NR 1 ENGINE IAW PWC MM 05-50. NO DEBRIS OR DEFECTS NOTED. SERVICED THE ENGINE WITH 3 QUARTS OF OIL, GROUND CHECKED GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
7922 PCAA	809EX 302	DHAV DHC8102				VALVE 45E041	FAILED RT ENGINE		11/6/97 PCAA9700601
RIGHT ENGINE OIL TEMP REACHED 113 DEGREES AND WAS SLOWLY CLIMBING. MADE PRECAUTIONARY DIVERSION INTO BGM. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE TROUBLESHOT SYSTEM, FOUND THE NR 2 ENGINE OIL COOLER DIVERTER VALVE AT FAULT. VALVE WAS REPLACED, SYSTEM OPERATIONALLY CHECKED GOOD. A/C RETURNED TO SERVICE. (M)									
2120 VNAA	439JS 3057	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		AIR DISTRIBUTION	SMOKE CABIN		12/19/97 VNAA9712011
DURING TAXI, THE CREW OBSERVED SMOKE IN THE CABIN, AND A LAV SMOKE WARNING MESSAGE. THE CREW DEPLANED THE AIRCRAFT AND AN EMERGENCY WAS DECLARED. PIT MAINTENANCE INSPECTED AND OPERATION CHECKED THE LEFT AND RIGHT AIRCONDITIONING SYSTEMS, AND THE LAV SMOKE SYSTEM IN ACCORDANCE WITH DORNIER MAINTENANCE MANUALS 21-51-00 AND 26-15-00. NO DEFECTS WERE NOTED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2121 VNAA	427JS 3039	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		FAN 011389502	FAILED LEFT	6516	12/21/97 VNAA9712014
DURING TAXI, THE CREW NOTED A LEFT AIRCONDITIONING PACK OVERHEAT, AND LAV SMOKE WARNING MESSAGE. AFTER RETURNING TO THE GATE, PIT MAINTENANCE INSPECTED AND REPLACED THE LEFT GROUND COOLING FAN IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 21-51-23. THE LAV SMOKE SYSTEM WAS FUNCTION CHECKED IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 26-15-00. ALL OPERATION CHECKS WERE SATISFACTORY AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2750 VNAA	439JS 3057	DORNER DO328100		HARTZL HDE6C3B		CONTROL UNIT 1050A000003	TRIPPED E/E COMPT	5156	12/18/97 VNAA9712009
DURING TAXI OUT FOR TAKEOFF, THE CREW NOTED A FLAP CONTROL FAIL WARNING MESSAGE. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE RESET, AND OPERATION CHECKED THE FLAP CONTROL SYSTEM IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-50-00. FUNCTION CHECKS WERE GOOD, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
2910 M8XA	329MX 3049	DORNER DO328100	PWA PW119C	HARTZL HDE6C3B		PRESS SWITCH 156671	DEFECTIVE HYD COMPART		12/17/97 M8XA9700018
EN ROUTE, RECEIVED A CAS MESSAGE EMERGENCY/PARKING BRAKE ACCUMULATOR PRESSURE ALERT. DIVERTED TO COS WHERE MX WAS AVAILABLE. ACFT LANDED WITH NO FURTHER INCIDENT. NOTE: THIS WAS THE SECOND PILOT REPORT OF THE SAME DISCREPANCY IN AS MANY DAYS. MX UNABLE TO DUPLICATE DISCREPANCY. MX SERVICED THE HYDRAULIC RESERVOIR AND RETURNED THE ACFT TO SERVICE. THE CREW REPORTED THE SAME PROBLEM AGAIN ON THE NEXT FLIGHT SEGMENT. DIA MX REPLACED THE HYDRAULIC ACCUMULATOR PRESSURE SWITCH IAW AMM 29-10-00. SINCE PREVIOUS ATTEMPTS TO DUPLICATE THE DISCREPANCY WHILE THE ACFT WAS ON THE GROUND WERE UNSUCCESSFUL, MX REQUESTED A TEST FLIGHT AFTER REPLACEMENT OF THE PRESSURE SWITCH. TEST FLIGHT RESULTS WERE SATISFACTORY.									
3240 VNNA	433JS 3047	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		SENSOR 2610799	FAILED RT MLG BRAKE	4573	12/15/97 VNAA9712007
DURING TAXI, THE CREW NOTED A BRAKE TEMPERATURE WARNING INDICATION FOR THE RT OUTBOARD BRAKE. THE ACFT RETURNED TO THE GATE. MX INSPECTED AND FOUND THE BRAKE TEMPERATURE TO BE WITHIN NORMAL LIMITS FOR SERVICE. MX IN TYS, DEFERRED THE RT BRAKE TEMPERATURE INDICATION, IAW THE DORNIER 328 MINIMUM EQUIPMENT LIST. THE ACFT WAS RETURNED TO SERVICE. LATER WHEN THE ACFT ARRIVED IN PIT ON 17 DEC 97, MX INSPECTED AND REPLACED THE RT INBOARD BRAKE TEMP SENSOR, IAW DORNIER MM 32-42-09. THE DEFERRAL WAS REMOVED, AND THE ACFT WAS RETURNED TO SERVICE.									

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3243 M8XA	329MX 3049	DORNER DO328100	PWA PW119C	HARTZL HDE6C3B	AC69965W	VALVE AC69965W	DEFECTIVE EMER BRAKE SYST	54697	12/17/97 M8XA9700019
EN ROUTE, THE FLIGHT CREW REPORTED A PROBLEM WITH THE EMERGENCY/ PARKING BRAKE ACCUMULATOR PRESSURE INDICATION. THIS IS A REPEAT OF SAME PROBLEM EXPERIENCED EARLIER IN THE DAY. REPLACEMENT OF THE PRESSURE SWITCH DID NOT CORRECT THE PREVIOUS DISCREPANCY. THE FLIGHT CREW WAS INSTRUCTED TO DIVERT TO COS WHERE COMPANY PERSONNEL WAS AVAILABLE TO INSPECT THE AIRCRAFT. COS MX REPLACED THE EMERGENCY BRAKE VALVE IAW AMM 32-43-02. OPERATIONAL CHECK WAS SATISFACTORY.									
3350 VNAA	436JS 3052	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BATTERY 321430	DISCHARGED CABIN	4793 67	12/19/97 VNAA9712010
DURING PREFLIGHT INSPECTION, THE CREW NOTED THAT THE EMERGENCY FLOOR PATHWAY LIGHTS AT ROWS FOUR AND SIX WERE INOPERATIVE. OUTSTATION MAINTENANCE INSPECTED AND APPROVED THE AIRCRAFT FOR A FERRY FLIGHT INTO PIT. THE FERRY FLIGHT WAS COMPLETED WITHOUT INCIDENT. PIT MAINTENANCE INSPECTED AND REPLACED THE EMERGENCY BATTERY PACK IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 33-42-41. OPERATION CHECKS WERE COMPLIED WITH, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
5210 M8XA	332PH 3010	DORNER DO328100	PWA PW119C	HARTZL HDE6C3B	DORNIER	HINGE 001A521B0501000	DEFECTIVE PAX DOOR	80944	12/18/97 M8XA9700020
SHORTLY AFTER THE A/C ARRIVED IN (DIA) MX WAS REQUESTED TO INSPECT THE PAX DOOR AS A RESULT OF DOOR BEING DIFFICULT TO CLOSE FROM TUL. MX INSPECT DOOR AND DISCOVERED AFT MAIN DOOR SUPPORT HINGE CRACKED ALMOST INTO, CRACK WAS COMPLETELY THROUGH THE UPPER FLANGE AND WEB MEMBER AND CONTINUED THROUGH LOWER FLANGE. THE A/C WAS FERRIED TO COS, WHERE THE DOOR COULD BE REPAIRED. MX ELECTED TO REPLACE THE COMPLETE DOOR ASSY. THE DOOR ASSY WAS REPLACED IAW AMM 52-12-00. UPON REMOVAL OF DOOR ASSY MX NOTICED DAMAGE TO THE EXT SKIN OF THE DOOR. SUBMITTER STATES, SUSPECT DAMAGE WAS RESULT OF SOMEONE PLACING SUPPORT UNDER THE DOOR TO PREVENT FURTHER DAMAGE TO THE HINGE SUPPORT.									
2910 CALA	17085 47957	DOUG DC1030				TRANSFER VALVE AV24E11504	LEAKING NR 1 HYD SYS	86780	12/21/97 CALA9701787
THE AIRCRAFT LOST NR 1 HYDRAULIC SYSTEM QUANTITY AFTER TAKEOFF FROM EWR. THE AIRCRAFT WAS RETURNED TO EWR WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND NR 1 AND NR 3 REVERSIBLE PUMP LEAKING AT HYDRAULIC TRANSFER VALVE. THE TRANSFER VALVE, FITTINGS, AND O-RINGS WERE REPLACED. LEAK AND OPERATIONAL CHECKS WERE GOOD.									
3232 CALA	39081 47861	DOUG DC1030				ACTUATOR ARG74325001	INOPERATIVE LT MLG		12/22/97 CALA9701791
THE LT MLG WOULD NOT RETRACT AFTER TAKEOFF FROM LGW. APPROPRIATE CHECKLISTS WERE COMPLETED AND THE AIRCRAFT WAS RETURNED TO LGW WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE LT GEAR DOOR ACTUATOR SLOW TO OPERATE AND THE GEAR CONTACTED THE OUTER DOOR. THE LT MLG ACTUATOR WAS REPLACED. THE OUTER GEAR DOOR WAS ALSO REPLACED. A GEAR SWING WAS PERFORMED AND OPERATION CHECKED GOOD.									
3350 AALA	168AA 46938	DOUG DC1010				CONNECTOR A3060698101	LOOSE CABIN		11/2/97 AALA972069
SFO - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTS BY PAX SEAT ROW 32H INOPERATIVE. RESECURED LOOSE EMERGENCY FLOOR LIGHT STRIP CONNECTOR BY PAX SEAT ROW 32H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	144AA 47848	DOUG DC1030				WIRE	LOOSE CABIN		11/6/97 AALA972108
ORD - FLT 72 - EN ROUTE HNL/ORD DURING CRUISE, EMERGENCY FLOOR LIGHTS AT RIGHT AISLE IN FIRST CLASS CABIN ILLUMINATED. AIRCRAFT PROCEEDED TO ORD AND LANDED WITHOUT INCIDENT. REPAIRED WIRING AT TERMINAL BURNDY BLOCK A53-22 TO 7X7A AT AMI-8 CONTROL MODULE. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	144AA 47848	DOUG DC1030				MULTIPLEXER RDAX5321	DEFECTIVE CABIN		10/31/97 AALA972110
DFW - FLT 102 - EN ROUTE HNL/DFW, DURING CRUISE, EMERGENCY FLOOR LIGHTS AT RIGHT AISLE IN FIRST CLASS CABIN ILLUMINATED. AIRCRAFT PROCEEDED TO DFW AND LANDED WITHOUT INCIDENT. REPLACED FIRST CLASS SEAT MULTIPLEXER SET. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	144AA 47848	DOUG DC1030				LIGHTS	MALFUNCTIONED CABIN		10/31/97 AALA972109
ORD - FLT 2248 - EN ROUTE DFW/ORD DURING CRUISE, EMERGENCY FLOOR LIGHTS AT RIGHT AISLE IN MID AND FIRST CLASS CABINS ILLUMINATED. AIRCRAFT PROCEEDED TO ORD AND LANDED WITHOUT INCIDENT. SYSTEM GROUND CHECKED NORMAL OPERATION. UNABLE TO DUPLICATE PROBLEM AND AIRCRAFT RETURNED TO SERVICE. (M)									
3610 NWAA	162US 46771	DOUG DC1040				DUCT SEAL	FAILED APU COMPT		12/20/97 9724101162
DURING APU START WHILE PARKED AT GATE, APU FIRE WARNING ANNUNCIATED. APU FIRE BOTTLE WAS DISCHARGED. MAINTENANCE INSPECTED APU AND FOUND NO EVIDENCE OF FIRE. FIRE BOTTLE WAS REPLACED. SURGE VALVE DUCT SEAL WAS FOUND RUPTURED AND WAS REPLACED.									
5210 NWAA	133JC 46752	DOUG DC1040				SEAL	FAILED PAX DOOR		12/19/97 9724111143
PASSING FL280, A LOUD SQUEAL NOISE AND A LOUD FLUTTER NOISE WAS HEARD FROM DOOR 1R. VIBRATION WAS FELT UPPER RIGHT SIDE OF DOOR 1R. FLIGHT RETURNED TO HNL AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND SEAL OUT ON UPPER AFT CORNER OF LEFT DOOR, REINSTALLED SEAL. INSPECTED DOOR 1R. CLEANED SEAL AND SEAL AREA. PRESSURIZED AIRCRAFT AND NO LEAKS WERE FOUND. AIRCRAFT RETURNED TO SERVICE.									
5311 NWAA	224NW 46581	DOUG DC1030				FRAME	CORRODED BS 1681-1701		11/11/97 9723751224
DURING M CHECK, FOUND CORROSION ON CHORD AT FS 1681-1701 INBOARD OF LONGERON 43R. REPAIRED PER EA 12-1527776.									
5311 NWAA	224NW 46581	DOUG DC1030				FRAME	CORRODED BS 1002		11/6/97 9723721224
DURING M CHECK, FOUND CORROSION ON FORWARD CARGO DOOR CUTOUT FRAME AFT LOWER CORNER AT FS 1002. REPAIRED PER EA 12-150766.									
5311 NWAA	224NW 46581	DOUG DC1030				FRAME	CRACKED BS 1785		11/6/97 9723731224
DURING M CHECK, FOUND CRACK IN FRAME OF CENTER CARGO DOOR AFT SILL FS 1785, 40 INCHES ABOVE LOWER CUTOUT CORNER. ALODINED AND PRIMED PARTS. INSTALLED DOUBLER, FILLER, AND SHIMS WITH SEALANT PER EA 12-153545.									
5312 NWAA	224NW 46581	DOUG DC1030				BLKHD T-CHORD	CORRODED BS 2007		11/11/97 9723761224
DURING M CHECK, FOUND CORROSION T CHORD OF AFT PRESSURE BULKHEAD AT FS 2007, RBL 24. REPAIRED PER EA 12-152774.									
5313 AALA	143AA 46555	DOUG DC1030				LONGERON	CORRODED BS 1960		11/13/97 AALA972158
LONGERON 51R HAS CORROSION AT STATION 1960. REMOVED AND INSTALLED NEW LONGERON 51R AND ACAP PER AARD 51-01-00-05. (M)									
5313 AALA	143AA 46555	DOUG DC1030				LONGERON	CORRODED BS 1960		11/13/97 AALA972157
LONGERON HAS CORROSION UNDER FRAME AT STATION 1960. REMOVED AND INSTALLED NEW LONGERON 51L AND CAP PER AARD 51-01-00-05. (M)									
5313 AALA	143AA 46555	DOUG DC1030				STRINGER	CORRODED BS 1975-2007		11/13/97 AALA972159
TUL - STRINGER 50L CORRODED FROM STATION 1975 TO STATION 2007 BOTTOM SIDE. INSTALLED NEW SECTION OF STRINGER PER SRM VOL 1, 53-10-00. (M)									
5320 AALA	143AA 46555	DOUG DC1030				SHEAR TIE	CORRODED BS 1981		11/14/97 AALA972167
TUL - FOUND CORROSION ON SHEAR TIE AT STATION 1987 BETWEEN STRINGER 47L AND 48L. REMOVED AND INSTALLED NEW SHEAR TIE PER AARD 51-01-00-05. (M)									

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5330 NWAA	224NW 46581	DOUG DC1030				SKIN	CORRODED BS 1666		11/12/97 9723741224
DURING M CHECK, FOUND CORROSION ON INTERNAL SKIN AT FS 1666 BETWEEN LONGERON 44R-45R. REPAIRED PER EA 12-153552.									
5711 AALA	143AA 46555	DOUG DC1030				SPAR CAP	CRACKED WS 48.5		11/12/97 AALA972163
TUL - LARGE CRACK FOUND IN LEFT REAR UPPER SPAR CAP ON HORIZONTAL AT BARREL NUTS. REPAIRED PER ESO 7349 DATED 11/11/97 AND SRM VOLUME 2 CHAPTER 51 DUE ALERT S/B A55-18 REV 6, DUE SB 55-18 REV 1, FAA AD 92-22-10, DUE SB A55-18 REV 6 PAGE 27, DAC S/B 55-55-18 REV 1 PAGE 11. (M)									
7200 NWAA	141US 46750	DOUG DC1040	PWA JT9D20J			ENGINE	FAILED NR 3		12/15/97 9723231141
***** DURING CLIMB, THE CREW OBSERVED SPARKS EXITING FROM THE REAR OF THE NR 3 ENGINE EVERY 15 TO 20 SECONDS. ALL ENGINE INSTRUMENTS INDICATED NORMAL AND NO VIBRATION WAS NOTICED. THE FLIGHT RETURNED TO BOS. MAINTENANCE FOUND MOLTEN METAL ON THE BLEED SCREEN AND TAILPIPE. THE AIRCRAFT WAS REMOVED FROM SERVICE AND FERRIED ON TWO ENGINES TO MSP.									
7603 WRLA	9MMAZ 46933	DOUG DC1030				CABLE C803833	FROZEN NR 2 ENGINE		12/3/97 WRLA97145
***** DURING INITIAL DESCENT, FLIGHT CREW FOUND NR 2 THROTTLE WOULD NOT MOVE, FLIGHT CREW ELECTED TO SHUT DOWN ENGINE IN FLIGHT. ENGINE SHUTDOWN ACCOMPLISHED PER ABNORMAL PROCEDURES. AIRCRAFT CONTINUED TO DESTINATION. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL INSPECTED CABLES FOR EVIDENCE OF ENTRAPPED WATER. NO EVIDENCE FOUND. CHECK THROTTLE FOR NORMAL MOVEMENT, NO FAULT NOTED, GROUND RUN ENGINE. AIRCRAFT RETURNED TO SERVICE. SUBMITTER STATES, SUSPECT CONDENSATION TRAPPED WITHIN CABLES AND FREEZING AT HIGH ALTITUDE. A UPGRADE CABLE WILL BE INSTALLED PER MDC AOL NR 10-1972A, P/N 580-291-751. (M)									
8530 VLLA	9923S 25964	DOUG DC3C	PWA R183090B			CYLINDER 116733CP	CRACKED NR 11 CYLINDER	3277 27	12/2/97 97ZZX5203
EN ROUTE AT CRUISE POWER, LT ENGINE STARTED RUNNING ROUGH. FOUND NR 11 CYLINDER CRACKED ACROSS EXHAUST ROCKER HOUSING CAUSING EXHAUST VALVE NOT TO OPEN.									
2120 ABXA	801AX 46077	DOUG DC862				AIR DISTRIBUTION	ODOR CABIN		12/15/97 ABXA9701981
AT FL 350, 2.5 HRS INTO FLIGHT, CREW BEGAN SMELLING CHLORINE. CLIMBED CABIN AND CREW WENT ON OXYGEN. ON LANDING, MAINTENANCE PERSONNEL ENTERED COCKPIT, FOUND NO SMELL OR EVIDENCE OF CHLORINE SMELL IN COCKPIT, CABIN, OR CARGO COMPARTMENTS.									
2752 SRAA	872SJ 46040	DOUG DC871F				ACTUATOR 57726925011	FAILED LT TE FLAP		12/16/97 SRAA971211
ON ARRIVAL AT BRU FLIGHT NR 081, DURING ENGINE SHUTDOWN, HYDRAULIC QTY INDICATOR DROPPED TO 6 GAL. INSPECTED AIRCRAFT AND FOUND MID WING ACTUATOR ON LT FLAP SHEARED AND LEAKING AT CONNECTOR. REPLACED ACTUATOR, SYSTEM OPS CHECKED GOOD PER MM CH 27-00.									
2910 ABXA	817AX 45928	DOUG DC863				LINE 7614033711	RUPTURED NR 3 ENGINE		12/19/97 ABXA9701997
DURING APPROACH, AIRCRAFT EXPERIENCED TOTAL HYDRAULIC FAILURE. REPLACED NR 3 ENGINE HYRAULIC PUMP SUCTION LINE AND NR 3 ENGINE THRUST REVERSER RETURN LINE.									
2910 SRAA	873SJ 46091	DOUG DC873F				HYD LINE	FAILED LT MLG		12/13/97 SRAA971210
DURING FLIGHT 082, APPROX 3 HRS INTO FLIGHT FOR BRU, HYD QTY INDICATOR DROPPED TO 5.5 GAL WITH SOME FLUCTUATION IN PRESSURE, CONTINUED FLIGHT IAW QRH AND LANDED SAFELY AT BRU. INSPECTED AIRCRAFT AND FOUND HYD LINE AT SWIVEL GLAND TOP ON LT MLG STRUT CRACKED AND WAS LEAKING, INSTALLED TEMPORARY FLEX LINE PER GMM CH 8-8-1. INSPECTED FILTERS ON BOTH NR 2 AND NR 3 ENGINE DRIVEN HYD. PUMPS AND FOUND METAL DEBRIS, DRAINED AND FLUSHED SYSTEM AND REPLACED BOTH PUMPS, PER DC8 J/C 6357, SYSTEM OPS CHECKED AND LEAK CHECKED GOOD.									

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2913 ABXA	817AX 45928	DOUG DC863				PUMP 623337	DEFECTIVE NR 2 ENGINE		12/18/97 ABXA9701999
AIRCRAFT EXPERIENCED TOTAL HYDRAULIC SYSTEM FAILURE. PRESSURE DROPPED TO ZERO, WITH QUANTITY GOING DOWN TO STANDPIPE LEVEL. REPLACED NR 2 AND NR 3 HYDRAULIC PUMPS IAW DC8 MM 29-10-2. OPS AND LEAK CHECKED GOOD. ADDITIONAL PARTS: PUMP, PART NR 623337, NR 3 ENGINE. SER NR MX53751.									
3260 CKSA	869BX 46035	DOUG DC863				WIRE	BROKEN RT MLG DOOR		12/18/97 CKSA97590
RIGHT DOOR UNSAFE LIGHT CAME ON IN FLIGHT. DOORS NOT LATCHED LIGHT ALSO ON. CYCLED GEAR NO HELP. FOUND BROKEN WIRE AT PIN 3 AT CANNON PLUG FOR DOOR SWITCH DOOR UNSAFE LIGHT OPS CHECKS GOOD IAW MM CHAPTER 52-12-1.									
3260 CKSA	869BX 46035	DOUG DC863				DOWNLOCK SWITCH H141003	MALFUNCTIONED LT MLG		12/12/97 CKSA97589
WHEN GEAR WAS EXTENDED LEFT MAIN GEAR GREEN DOWN AND LOCKED LIGHT DID NOT ILLUMINATE. CYCLED LANDING GEAR AND LIGHT CAME ON. INSPECTED SWITCH AT LEFT GEAR. FOUND TO BE INTERMITTENT. REPLACED SWITCH, INSPECTED WIRING AND CONNECTOR, NO DEFECTS NOTED.									
3260 ABXA	812AX 46126	DOUG DC863F				SWITCH 0080004003	DIRTY LT MLG		12/16/97 ABXA9701982
LANDING GEAR UNSAFE LIGHT ILLUMINATED WITH GEAR LEVER IN UP POSITION. ALL GEAR INDICATED UP. CYCLED GEAR SEVERAL TIMES WITH NO CHANGE. FOUND GREASE ON PROXIMITY SWITCH. CLEANED SWITCH, PERFORMED GEAR OPS CHECK.									
3260 ABXA	812AX 46126	DOUG DC863F				SWITCH 0080004003	OUT OF ADJUST LT MLG		12/21/97 ABXA9701998
DURING UPLATCH CHECK, RED GEAR UNSAFE LIGHT ILLUMINATED ALONG WITH LEFT GEAR NOT LATCHED LIGHT. RECYCLED GEAR WITH NO EFFECT. ADJUSTED PROXIMITY SWITCH ON LEFT MAIN LANDING GEAR. LANDING GEAR OPS CHECKED GOOD IAW DC8 MM 32-31-4.									
3260 CKSA	803CK 45610	DOUG DC8F54				CONNECTOR	DIRTY LT MLG DOOR		12/17/97 CKSA97591
DURING LANDING, GEAR EXTENSION LEFT LANDING GEAR GREEN LIGHT WOULD NOT ILLUMINATE. RECYCLED GEAR SYSTEM, OPERATED NORMALLY. INSPECTED LEFT GEAR DOWNLOCK SWITCH AND WIRING. CLEANED CONNECTOR ON SWITCH AND SYSTEM OPS CHECKS NORMAL.									
3350 ABXA	802AX 46134	DOUG DC862				BATTERY 5708458503	DISCHARGED CABIN		12/19/97 ABXA9701996
DURING MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS WERE INOPERATIVE. REPLACED EMERGENCY LIGHTS BATTERY PACK.									
3350 ABXA	821AX 46116	DOUG DC863				BULB 337	FAILED CABIN		12/18/97 ABXA9702001
EMERGENCY EXIT LIGHT BULB WAS BURNED OUT. RELAMPED EMERGENCY LIGHT. OPS CHECKED GOOD.									
3350 IPXA	748UP 45948	DOUG DC871F				LIGHT	INOPERATIVE CABIN		12/18/97 UPS97825351
EMERGENCY LIGHTS INOP. REMOVED AND REPLACED EMERGENCY LIGHT PACK ASSY SYS CKS GOOD PER M/M 33-50-00 OK FOR SERVICE.									
5210 IPXA	852UP 46052	DOUG DC873F				DOOR MECHANISM	INOPERATIVE CREW ENTRANCE		12/20/97 UPS97825352
ON LANDING ANC, UNABLE TO OPEN CREW ENTRANCE DOOR, HAD TO BE OPENED FROM THE OUTSIDE ADJUSTED DOOR PER MM 52-11-01. OK FOR SERVICE.									
5720 ABXA	844AX 45848	DOUG DC861			DOUG	SPLICE 576958917	CRACKED WS 422		12/18/97 ABXA9701987
DURING AIRCRAFT LINE MAINTENANCE FOUND A CRACKED SPLICE AT STA XFS 422 IN THE RT LOWER WING LEADING EDGE. REPAIRED RT WING LOWER LEADING EDGE SPLICE IAW ABX REA D857-22097-MR.									

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5720 ABXA	844AX 45848	DOUG DC861			DOUG	SPLICE 576958915	CRACKED WS 422		12/18/97 ABXA9701986
DURING AIRCRAFT LINE MAINTENANCE FOUND A CRACKED SPLICE AT STA XFS 422 IN THE RT LOWER WING LEADING EDGE. REPAIRED RT WING LOWER LEADING EDGE SPLICE IAW ABX REA D857-22097-MR.									
5730 ABXA	844AX 45848	DOUG DC861			DOUG	SKIN 57695896	CRACKED WS 422		12/18/97 ABXA9701984
DURING AIRCRAFT LINE MAINTENANCE A 13 CRACK WAS FOUND UNDER AN EXISTING REPAIR DOUBLER AT STA XFS 422 IN THE RT WING LEADING EDGE LOWER SKIN. REPAIRED RT WING LOWER LEADING EDGE SKIN IAW ABX REA D857-22097-MR.									
5730 ABXA	844AX 45848	DOUG DC861			DOUG	STRAP 576958914	CRACKED WS 422		12/18/97 ABXA9701985
DURING AIRCRAFT MAINTENANCE FOUND A CRACKED STRAP AT STA XFS 422 IN THE RT LOWER WING LEADING EDGE. REPAIRED RT WING LOWER LEADING EDGE STRAP IAW ABX REA D857-22097-MR.									
5730 ABXA	844AX 45848	DOUG DC862			DOUG	SKIN 3773248	CRACKED WS 139		12/18/97 ABXA9701983
DURING AIRCRAFT LINE MAINTENANCE FOUND TWO EACH .25 CRACKS RUNNING FROM A LOWER RT WING FASTENER AT STA XRS 139.00 LOCATED JUST INBD OF NR 3 ENGINE AND APPROX 5 FROM THE FRONT LOWER SPAR CAP. REPAIRED RT WING LOWER SKIN IAW ABX REA D857-22096-MR.									
7200 FXLA	55FB 45678	DOUG DC8F55	PWA JT3D3B			ENGINE	FIRE NR 4	50884	11/20/97 97ZZZM1226
***** DURING CLIMB-OUT OF MIA, RECEIVED FIRE WARNING ON NR 4 ENGINE AT APPROX 13000 FT DISCHARGED 1 FIRE EXTINGUISHER BOTTLE, WARNING DID NOT CEASE. DISCHARGED 2ND FIRE BOTTLE AND WARNING CEASED. RETURNED TO MIA AND LANDED WITHOUT INCIDENT. AFTER LANDING RECEIVED MOMENTARY FIRE WARNING AND BELL. F/O CHECKED ENGINE THROUGH WINDOW AND OBSERVED EVIDENCE OF FIRE ON NR 4 ENGINE. CREW EVACUATED AIRCRAFT AND FIRE DEPARTMENT EXTINGUISHED RESIDUAL FIRE ON NR 4 ENGINE. (M)									
7830 IPXA	807UP 46007	DOUG DC873F				TR UNIT	INOP LT/RT ENGINE		12/15/97 UPS97825348
INSPECTION TYPE-N/A, ON LANDING THRUST REVERSERS WOULD NOT DEPLOY. THRUST REVERSER HYDRAULIC VALVE C/B POPPED. REMOVED AND REPLACED T/R HYD S/O VALVE ASSY PER DC8 MM 78-37-03, SYS OPS CKS NORMALLY. INSPECTED TIRES AND BRAKES AND FOUND ALL TO BE OK FOR CONTINUED SERVICE, (P/N 146505-15) (S/N 7593EA) ON.									
2550 GAIA	564PC 47062	DOUG DC915F				PALLETS	LOOSE BS 786		11/21/97 GAIA9767A
KHA - FLT 564 - SYR-YIP - ON TAKEOFF ROLL THE FLIGHT CREW HEAR A LOUD NOISE IN THE MAIN CARGO COMPARTMENT, THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE CARGO RAMP. THE CREW DISCOVERED THAT EMPTY PALLETS HAD SHIFTED. THE PALLETS WERE SECURED AND A VISUAL INSPECTION BY THE FLIGHT CREW REVEALED NO APPARENT DAMAGE. THE AIRCRAFT REPOSITIONED TO YIP WITHOUT ANY FURTHER PROBLEMS. AT YIP DURING WALKAROUND IT WAS DISCOVERED THAT THE INTERNAL BULKHEAD AT STATION 786 HAD MOVED AFT 4 INCHES. FURTHER INVESTIGATION REVEALED THAT THE FLOOR RESTRAINTS IN THE SEAT TRACK HAD BROKEN LOOSE, THE VERTICLE BULKHEAD SUPPORTS WERE BROKEN AT THE FLOOR ATTACHMENT AND THE ENGINE PYLON FRONT SPARS WERE BENT AFT. (M)									
2560 MWEA	401ME 47133	DOUG DC932				SLIDE COVER 5917689103	FELL OFF FWD GALLEY		12/22/97 MWEA97880
FWD GALLEY SERV DOOR EVACUATION SLIDE DETACHED FROM DOOR. MX REINSTALLED.									
2560 VJ6A	919VV 47260	DOUG DC932				LATCH 39522732	BROKEN L1 DOOR		12/16/97 VJ970363
FORWARD GIRT BAR LATCH BROKEN ON L1 DOOR. REPLACED LATCH.									
2560 MWEA	204ME 47680	DOUG DC932				SLIDE COVER 591769037	FELL OFF FWD GALLEY		12/19/97 MWEA97873
MX FOUND GALLEY SLIDE COVER FELL OFF. MX REINSTALLED.									

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2560 MWEA	204ME 47680	DOUG DC932				SLIDE COVER 591769037	FELL OFF FWD GALLEY		12/20/97 MWEA9775
MX FOUND GALLEY DOOR SLIDE COVER FELL OFF. MX RESECURED.									
3222 CALA	92874 49122	DOUG DC982				O-RING	CUT NLG STRUT		12/20/97 CALA9701784
THE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF FROM IAH. THE GEAR REMAINED DOWN WITH THREE GREEN INDICATIONS AND THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE NLG SCHRADER VALVE O-RING CUT AND NLG STRUT DEFLATED. THE O-RING WAS REPLACED AND THE NLG WAS SERVICED IAW MM 32-21-02. A NOSE GEAR SWING WAS PERFORMED IAW MM 32-30-00 AND OPERATION CHECKED GOOD.									
3246 A3L2		DOUG DC932			MS21250	TIE BOLT 9560892	BROKEN WHEEL		12/3/97 A3L297121
INSPECTION FOUND WHEEL WITH BROKEN TIE BOLT. (X)									
3246 A3L2		DOUG DC932				TIE BOLT 9560892	BROKEN WHEEL		12/4/97 A3L297122
INSPECTION FOUND WHEEL WITH BROKEN TIE BOLT. (X)									
3246 A3LD		DOUG DC983			BENDIX 2608891	BOLT 2601483	BROKEN WHEEL		12/5/97 A3LD97121
INSPECTION FOUND WHEEL BOLT FATIGUE RELATED FAILURE. SUSPECT INSUFFICIENT PRE-LOAD TORQUE. SUBMITTER SUGGESTED USING SNUG ANGLE TORQUE METHOD. (X)									
3246 A3LD		DOUG DC983			BENDIX 2608891	BOLT 2601483	BROKEN WHEEL		12/5/97 A3LD97122
INSPECTION FOUND WHEEL BOLT WITH FATIGUE RELATED FAILURE. SUSPECT INSUFFICIENT PRE-LOAD TORQUE. SUBMITTER SUGGESTED USING SNUG ANGLE TORQUE METHOD. (X)									
3246 A3L2		DOUG DC983			BENDIX 20608891	BOLT 2601483	BROKEN WHEEL		12/5/97 A3L297123
INSPECTION FOUND WHEEL BOLT WITH FATIGUE RELATED FAILURE. SUSPECT INSUFFICIENT PRE-LOAD TORQUE. SUBMITTER SUGGESTED USING SNUG AND ANGLE TORQUE METHOD. (X)									
3260 USAA	942VJ 47057	DOUG DC931				SWITCH 7000010101	FAILED NLG		11/27/97 USAAD97221
CLT - FL868 - ON APPROACH INTO CLT, THE NOSE GEAR RED UNSAFE LIGHT ILLUMINATED ALONG WITH THE WARNING HORN SOUNDING. CREW TRIED TO VERIFY GEAR WAS DOWN AND LOCKED THROUGH THE VIEWER WITH NO HELP. A TOWER FLYBY WAS ACCOMPLISHED TO DETERMINE GEAR WAS DOWN. FLT LANDED W/O FURTHER INCIDENT. AN EMERGENCY WAS DECLARED. AFTER LANDING, GEAR WAS PINNED AS A PRECAUTION, THEN TAXIED TO THE GATE TO DEPLANE PASSENGERS. MX REMOVED AND REPLACED THE NLG LOCK SWITCH AND HARNESS ASSY PER MM AND CLEANED THE NLG DOWNLOCK VIEWER WINDOW, MIRRORS AND INDICATING STRIP. ACCOMPLISHED GEAR SWING ON NOSE GEAR. OPS CHECK GOOD. ALL INDS NORMAL PER MM. (M)									
3260 USAA	942VJ 47057	DOUG DC931				SWITCH 1D32251051	FAILED NLG		11/27/97 97ZZZM1225
CLT - FL868 - ON APPROACH INTO CLT, THE NOSE GEAR RED UNSAFE LIGHT ILLUMINATED ALONG WITH THE WARNING HORN SOUNDING. CREW TRIED TO VERIFY GEAR WAS DOWN AND LOCKED THROUGH THE VIEWER WITH NO HELP. A TOWER FLYBY WAS ACCOMPLISHED TO DETERMINE GEAR WAS DOWN. FLT LANDED W/O FURTHER INCIDENT. AN EMERGENCY WAS DECLARED. AFTER LANDING, GEAR WAS PINNED AS A PRECAUTION, THEN TAXIED TO THE GATE TO DEPLANE PASSENGERS. MX REMOVED AND REPLACED THE NLG LOCK SWITCH AND HARNESS ASSY PER MM AND CLEANED THE NLG DOWNLOCK VIEWER WINDOW, MIRRORS AND INDICATING STRIP. ACCOMPLISHED GEAR SWING ON NOSE GEAR. OPS CHECK GOOD. ALL INDS NORMAL PER MM. (M)									

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3260 CALA	17533 47281	DOUG DC932				SWITCH	INOPERATIVE LT MLG		12/22/97 CALA9701792
WHEN GEAR WAS EXTENDED FOR LANDING, NO GREEN LIGHTS WERE INDICATED FOR LT MLG. THE GEAR WAS CYCLED AND NORMAL INDICATIONS WERE RECEIVED. THE LT MLG DOWNLOCK SWITCH WAS REPLACED. OPERATION CHECKED GOOD WITH BOTH GREEN LIGHTS FOR LT GEAR ILLUMINATED.									
3350 NWAA	8906E 45747	DOUG DC914				POWER SUPPLY	INOPERATIVE CABIN		12/22/97 9724169163
DURING LINE CHECK, FOUND AFT OVERHEAD EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED POWER SUPPLY. OPERATIONAL CHECK OK.									
3350 NWAA	93S 47078	DOUG DC915				BATTERY PACK	DISCHARGED CABIN		12/19/97 9723599103
DURING LINE CHECK, FOUND EMERGENCY EXIT LIGHTS INOPERATIVE FROM FIRST CLASS AREA TO SEAT ROW 7. MAINTENANCE REPLACED BATTERY PACK. OPERATIONAL CHECK OK.									
3350 NWAA	96S 47206	DOUG DC915				BATTERY PACK	DISCHARGED CABIN		12/17/97 9723439106
DURING LINE CHECK, FOUND COCKPIT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. MAINTENANCE REPLACED COCKPIT/FORWARD ENTRY EMERGENCY LIGHTS BATTERY PACK, OPERATIONAL CHECK OK.									
3350 NWAA	8929E 45866	DOUG DC931				FUSE	BLOWN CABIN		12/14/97 9723389948
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY LIGHTS AT ROWS 5, 6, AND 7 AND RIGHT FORWARD EMERGENCY OVERWING EXIT DOOR INOPERATIVE. REPLACED BLOWN FUSE IN RIGHT FORWARD EMERGENCY EXIT DOOR POWER SUPPLY/LIGHT ASSEMBLY, OPERATIONAL CHECK NORMAL.									
3350 USAA	942VJ 47057	DOUG DC931				POWER SUPPLY 60030451LB	INOPERATIVE COCKPIT		11/26/97 97ZZZM1224
PIT - RIGHT NACELLE LIGHT INOPERATIVE AND THE COCKPIT EMERGENCY LIGHT WILL NOT TURN OFF. MAINTENANCE REPLACED THE NACELLE LIGHT BATTERY AND THE POWER SUPPLY FOR THE COCKPIT EMERGENCY LIGHT. (M)									
3350 USAA	942VJ 47057	DOUG DC931				BATTERY 41B030CF00101	DISCHARGED COCKPIT		11/26/97 USAAD97217
PIT - RIGHT NACELLE LIGHT INOPERATIVE AND THE COCKPIT EMERGENCY LIGHT WILL NOT TURN OFF. MAINTENANCE REPLACED THE NACELLE LIGHT BATTERY AND THE POWER SUPPLY FOR THE COCKPIT EMERGENCY LIGHT. (M)									
3350 NWAA	8933E 47142	DOUG DC931				BATTERY	DISCHARGED CABIN		12/12/97 9723309997
DURING PREFLIGHT CHECK, FOUND AFT FLIGHT ATTENDANT FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK OK.									
3350 NWAA	8934E 47143	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		12/10/97 9723329998
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY AND BATTERIES AT FORWARD RIGHT GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8934E 47143	DOUG DC931				WIRE	SHORTED CABIN		12/11/97 9723319998
EMERGENCY FLOOR PROXIMITY LIGHTS IN FORWARD CABIN ILLUMINATED EN ROUTE. MAINTENANCE REPAIRED SHORTED WIRE AT 3C AND REPLACED LIGHT ASSEMBLY AT GALLEY DOOR, OPERATIONAL CHECK NORMAL.									
3350 NWAA	918RW 47158	DOUG DC931				BATTERY PACK 60030451	DISCHARGED CABIN		12/15/97 9723399953
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AND RIGHT FORWARD EMERGENCY LIGHTS DIM. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									

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3350 NWAA	918RW 47158	DOUG DC931				BATTERY PACK 60030451	DISCHARGED CABIN		12/15/97 9723349953
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT AND RIGHT AFT EMERGENCY EXIT LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	8945E 47181	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		12/12/97 9723299989
DURING LINE MAINTENANCE INSPECTION, FOUND CATWALK EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	956N 47252	DOUG DC931				WIRE	BROKEN CABIN		12/15/97 9723409906
DURING PERIODIC CHECK, FOUND CABIN EMERGENCY STANDBY LIGHT ON FORWARD LOWER CEILING PANEL INOPERATIVE. MAINTENANCE FOUND WIRE L4002E20N MISSING FROM CONNECTOR P1-4011 PIN J. INSTALLED NEW WIRE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	960N 47256	DOUG DC931				BATTERIES	DISCHARGED CABIN		12/11/97 9723359910
DURING LINE MAINTENANCE INSPECTION, FOUND COCKPIT OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED FORWARD OVERHEAD EMERGENCY LIGHTS POWER SUPPLY BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	960N 47256	DOUG DC931				POWER SUPPLY	DISCHARGED CABIN		12/18/97 9723619910
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 5 THROUGH 9 INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	1308T 47315	DOUG DC931				BATTERIES	DISCHARGED CABIN		12/15/97 9723379943
DURING LINE MAINTENANCE INSPECTION, FOUND EMERGENCY EXIT SIGNS AT LEFT AND RIGHT AFT OVERWING EMERGENCY EXIT INOPERATIVE. REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 USAA	997VJ 47336	DOUG DC931				BATTERY P4010020	DISCHARGED CABIN		11/21/97 USAAD97215
IND - TAILCONE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE BATTERY PACK. (M)									
3350 NWAA	914RW 47362	DOUG DC931				BATTERY PACK 6011779	DISCHARGED RT NACELLE		12/11/97 9723339962
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT NACELLE EMERGENCY LIGHT WILL NOT ILLUMINATE WITH EMERGENCY LIGHTS ON. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9342 47391	DOUG DC931				BATTERY PACK 6014113	DISCHARGED CABIN		12/15/97 9723269978
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY LIGHTS AT LAST FOUR ROWS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	963N 47415	DOUG DC931				BATTERY	DISCHARGED CABIN		12/12/97 9723369913
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD CABIN ENTRY FLASHLIGHT INOPERATIVE. REPLACED BATTERY, OPERATIONAL CHECK NORMAL.									
3350 USAA	956VJ 47588	DOUG DC931				BATTERY 60030451LB	INOPERATIVE CABIN		11/17/97 USAAD97216
CMH - THE AFT CABIN OVERHEAD EMERGENCY LIGHTS AND THE LEFT AFT NACELLE LIGHT WERE INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES FOR EACH AREA. (M)									

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3350 USAA	956VJ 47588	DOUG DC931				BATTERY 6011777LB	INOPERATIVE CABIN		11/17/97 97ZZZM1223
CMH - THE AFT CABIN OVERHEAD EMERGENCY LIGHTS AND THE LEFT AFT NACELLE LIGHT WERE INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES FOR EACH AREA. (M)									
3350 USAA	935VJ 48115	DOUG DC931				POWER SUPPLY 6011777LB	INOPERATIVE CARGO COMPT		11/30/97 USAAD97223
CMH - RIGHT NACELLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY. (M)									
3350 USAA	980VJ 48156	DOUG DC931				POWER SUPPLY 60030451LB	FAILED CABIN		11/26/97 USAAD97218
CMH - CABIN OVERHEAD EMERGENCY LIGHT INOPERATIVE. MAINTENANCE REPLACED THE POWER SUPPLY FOR ROWS 4-8 AND ALL THE BATTERIES. EMERGENCY LIGHT BATTERIES, P/N 14597-101. (M)									
3350 USAA	982VJ 48158	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		11/29/97 USAAD97222
ROC - FOUND AFT SECTION OF EMERGENCY LIGHTING SYSTEM INOPERATIVE. MAINTENANCE REPLACED THE BATTERIES AND REPAIRED BROKEN WIRES. (M)									
3350 NWAA	603NW 47101	DOUG DC932				BATTERIES	DISCHARGED CABIN		12/20/97 9724199603
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 5 THROUGH 9 INOPERATIVE. REPLACED BATTERIES. OPERATIONAL CHECK NORMAL.									
3350 ABXA	980AX 47176	DOUG DC932				BATTERY 41B004AD07G3	DISCHARGED CABIN		12/18/97 ABXA9701995
COCKPIT EMERGENCY LIGHTS WERE VERY DIM. REPLACED BATTERIES. OPS CHECKED GOOD.									
3350 NWAA	616NW 47229	DOUG DC932				GROUND WIRE	MISSING CABIN		12/22/97 9724149616
DURING LINE MAINTENANCE INSPECTION, FOUND AFT AISLE EMERGENCY LIGHT INOPERATIVE. MAINTENANCE RAN MISSING GROUND WIRE FROM PANEL DISCONNECT TO GROUND (WIRE NR L4307A20 FROM CANNON PLUG P1-4017 TO GROUND 3440). OPERATIONAL CHECK NORMAL.									
3350 VJ6A	924VV 47278	DOUG DC932				BATTERY 41B004AD073	DISCHARGED CABIN		12/19/97 VJ970364
FOUND EMERGENCY OVERHEAD AISLE LIGHTS AT SEATS 10-14 INOP. REPLACED NICAD 'D' CELL BATTERIES. OPS CHECK GOOD IAW MM 33-50.									
3350 NWAA	948US 47383	DOUG DC932				POWER SUPPLY	INOPERATIVE CABIN		12/16/97 9723419984
DURING PERIODIC CHECK, FOUND CATWALK EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY AT FS 1133, OPERATIONAL CHECK NORMAL.									
3350 NWAA	985US 47479	DOUG DC932				WIRES	BROKEN CABIN		12/13/97 9723279985
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL CONE CATWALK EMERGENCY LIGHTS AND RELEASE HANDLE INOPERATIVE. REPAIRED AND REPOSITIONED SHORTED WIRES AT FRAME AT 6:30 POSITION AFT OF CATWALK HINGE, OPERATIONAL CHECK NORMAL.									
3350 NWAA	985US 47479	DOUG DC932				BATTERY PACK 60030451	DISCHARGED CABIN		12/18/97 9723629985
DURING LINE MAINTENANCE INSPECTION, FOUND AFT THREE OVERHEAD EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									

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3350 NWAA	986US 47480	DOUG DC932				BATTERY PACK 60030451	DISCHARGED CABIN		12/11/97 9723289986
DURING LINE MAINTENANCE INSPECTION, FOUND OVERHEAD EMERGENCY LIGHTS BETWEEN ROWS 5 THRU 9 INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	619NW 47518	DOUG DC932				POWER SUPPLY 60030451LB	INOPERATIVE CABIN		12/19/97 9724179619
DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT AFT OVERWING EMERGENCY EXIT SIGN LIGHT INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 NWAA	619NW 47518	DOUG DC932				POWER SUPPLY 60030451LB	INOPERATIVE CABIN		12/19/97 9724189619
DURING LINE MAINTENANCE INSPECTION, FOUND LEFT FORWARD OVERWING EMERGENCY EXIT SIGN DIM. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 MWEA	205ME 47601	DOUG DC932				BATTERY PACK 6011779	DISCHARGED LT ENG NACELLE		12/22/97 MWEA97882
DURING SERV CHK, LT ENG NACELLE EMERGENCY LIGHT INOP. MX REMOVED AND REPLACED LT LIGHT BATTERY PACK.									
3350 NWAA	750NW 47114	DOUG DC941				BATTERY 60030451LB	DISCHARGED CABIN		12/17/97 9723429750
DURING LINE CHECK, FOUND FORWARD OVERWING EMERGENCY EXIT SIGN LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48149	DOUG DC951				FUSE 60030451LB	FAILED CABIN		12/18/97 9723609878
DURING LINE CHECK, FOUND SEAT MOUNTED EMERGENCY EXIT LIGHTS AT SEAT ROWS 5 THROUGH 8 AND AT FORWARD RIGHT OVERWING EXIT INOPERATIVE. MAINTENANCE REPLACED FUSE. OPERATIONAL CHECK OK.									
3350 NWAA	787NC 48149	DOUG DC951				FUSE 60030451LB	BLOWN CABIN		12/18/97 9732609878
DURING LINE CHECK, FOUND SEAT MOUNTED EMERGENCY EXIT LIGHTS AT SEAT ROWS 5 THROUGH 8 AND AT FORWARD RIGHT OVERWING EXIT INOPERATIVE. MAINTENANCE REPLACED FUSE. OPERATIONAL CHECK OK.									
3350 USAA	827US 48049	DOUG DC981				POWER SUPPLY 60030451LB	INOPERATIVE CABIN		11/24/97 USAAD97224
PHL - EMERGENCY LIGHTS INOPERATIVE AT ROWS 27 THROUGH 30. MAINTENANCE REPLACED THE EMERGENCY LIGHT POWER SUPPLY. (M)									
3350 USAA	818US 48098	DOUG DC982				BATTERY P4010029	DISCHARGED CABIN		11/25/97 USAAD97225
LGA - EMERGNCY LIGHT ON THE PASSENGER DOOR SLIDE INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. (M)									
3350 USAA	824US 49143	DOUG DC982				BATTERY 9721055	DISCHARGED CABIN		11/26/97 USAAD97219
DCA - EMERGENCY FLOOR LIGHTING AND TAIL CONE LIGHT INOPERATIVE. MAINTENANCE REPLACED THE EMERGENCY FLOOR LIGHTING BATTERIES. (M)									
3418 VJ6A	948VV 47559	DOUG DC932				STALL COMPUTER 9650449002	SERVICEABLE E/E COMPARTMENT		12/15/97 VJ970362
STALL WARNING INDICATION AT FL 10 ON FINAL APPROACH, FLASHING RED LIGHTS AND WARNING HORN SOUNDED. ABNORMAL PROCEDURES COMPLIED WITH AND MISSED APPROACH ACCOMPLISHED. TESTED NR 1 STALL WARNING SYSTEM AND FOUND INTERMITTENT OPERATION. RERACKED NR 1 STALL WARNING COMPUTER AND NO DISCREPANCIES NOTED IAW MM 34-14-1.									

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4950 MWEA	205ME 47601	DOUG DC932				APU BLEED	SMOKING CABIN		12/20/97 MWEA97876
WHILE RUNNING APU WITH NO PAX, MX NOTICED BLUE OILY SMOKE IN CABIN. MX OPERATED BOTH PACKS USING ENGINE AIR, DEFERRED APU.									
4970 CALA	14831 49491	DOUG DC982			GARRETT 38003681	SWITCH	INOPERATIVE APU		12/22/97 CALA9701790
THE APU HAD A BRIEF HISTORY OF AUTO SHUTDOWN IN FLIGHT WITH APU LOW OIL PRESSURE LIGHT ILLUMINATING. THE APU WAS IN OPERATION DUE TO THE AC CROSSTIE BEING ON PLACARD. THE APU WAS RUN WHILE ON RON AT IAH AND THE AUTO SHUTDOWN COULD NOT BE DUPLICATED. THE WIRING TO DOOR ACTUATOR, THREE SPEED SWITCH, FCU SOLENOID, AND LOW OIL PRESSURE SWITCH WERE INSPECTED WITH NO FAULTS FOUND. THE OIL PRESSURE SWITCH WAS REPLACED AS A PRECAUTIONARY MEASURE.									
5242 USAA	925VJ 48145	DOUG DC931				DOOR	NOT LATCHED E/E COMPT		11/27/97 USAAD97220
CMH - FLT 363 - ON ROTATION OUT OF CMH, CREW HEARD A LOUD AIR NOISE UNDER COCKPIT ALONG WITH ELECTRICAL COMPARTMENT LIGHT ILLUMINATING. FLIGHT RETURNED TO FIELD AT CMH AND LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND THE E/E COMPARTMENT DOOR UNLATCHED. SECURED DOOR AND LIGHT EXTINGUISHED. OPS CHECK NORMAL. (M)									
5311 ABXA	959AX 47761	DOUG DC941		DOUG		FORMER 995774123	CORRODED BS 655		12/17/97 ABXA9701991
DURING MOD/D-CHECK, FOUND CANTED KEEL BEAM AREA FORMER AT STA 655 RT SIDE CORRODED. REMOVED AND REPLACED FORMER IAW SC9 SRM 51-30-1, 51-30-2, AND 51-30-5.									
5312 NWAA	619NW 47518	DOUG DC932				BULKHEAD	CORRODED BS 110		7/31/97 9723849619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON NOSE LANDING GEAR WHEEL WELL AFT BULKHEAD LOWER T ANGLE FS 110, RBL 18. REPAIRED PER EA 96-112828.									
5313 MWEA	302ME 47102	DOUG DC932				LONGERON 27779225	CRACKED BS 1076		12/22/97 MWEA97872
DURING C CHK, FOUND CRACK IN LONG 2R AT STA 1076. MAINTENANCE REMOVED AND REPLACED SECTION IAW SRM 51-30-5 AND 53-02.									
5313 NWAA	619NW 47518	DOUG DC932				LONGERON	CRACKED BS 1143		7/16/97 9723719619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACK ON LONGERON 24R, FS 1143. REPAIRED PER EA 96-100443.									
5313 NWAA	619NW 47518	DOUG DC932				LONGERON	CORRODED BS 58-91		7/25/97 9723709619
DURING M CHECK ND PRIOR TO SERVICE, FOUND CORROSION ON LONGERON 17R, FS 58-91. REPAIRED PER EA 96-100433.									
5313 NWAA	619NW 47518	DOUG DC932				LONGERON	CRACKED BS 560-579		8/6/97 9723679619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACKS IN LONGERON 29L FS 560-579. REPAIRED PER EA 96-112832.									
5313 CALA	18513 48112	DOUG DC932				LONGERON	CRACKED BS 229		12/23/97 CALA9701793
INSPECTION FOUND A 3 CRACK IN LONGERON 29L AT STA 229. A NEW SECTION WAS SPLICED IN IAW SRM 53-02, FIGURES 17 AND 18.									
5320 NWAA	8929E 45866	DOUG DC931				FITTING	CORRODED BS 996		12/16/97 9723499948
DURING LINE CHECK, FOUND CORROSION ON LONGERON 23L FITTING AT FS 996. REPLACED FITTING (P/N 3914654-1) PER SRM 51-10-4.									

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5320 NWAA	1332U 47404	DOUG DC931				FITTING	CORRODED BS 503		12/17/97 9723509935
DURING M CHECK, FOUND CORROSION ON CARGO COMPARTMENT FLOOR SUPPORT FITTING AT FS 503 BETWEEN LONGERON 27R AND 28R. REPLACED FITTING PER SRM 51-30-5.									
5320 NWAA	1332U 47404	DOUG DC931				FITTING	CRACKED BS 600		12/13/97 9723539935
DURING M CHECK, FOUND CRACK IN LONGERON 25R END FITTING AT FS 600. REPLACED FITTING (P/N 3913209-503N) PER SRM 51-30-5.									
5320 NWAA	1332U 47404	DOUG DC931				FITTING	CRACKED BS 588		12/13/97 9723549935
DURING M CHECK, FOUND CRACK IN LONGERON 27R END FITTING AT FS 588. REPLACED FITTING (P/N 3913209-1N) PER SRM 51-30-5.									
5320 NWAA	1332U 47404	DOUG DC931				FITTING	CRACKED BS 579		12/10/97 9723569935
DURING M CHECK, FOUND CRACK IN CARGO COMPARTMENT FLOOR SUPPORT FITTING BETWEEN LONGERON 27L AND 28L AT FS 579. REPLACED FITTING PER SRM 51-30-5.									
5320 MWEA	302ME 47102	DOUG DC932				FITTING 49146812	MISDRILLED BS 718		12/22/97 MWEA97870
DURING C-CHK, FOUND FS 718 FRAME TO LONG 15R ATTACH FITT HOLES MISALIGNED. MAINTENANCE REMOVED AND REPLACED FITTING IAW SRM 53-01 PAGE 1 AND SRM 51-30.									
5320 NWAA	611NA 47435	DOUG DC932				JAMB	CRACKED PAX DOORWAY		12/14/97 9723779611
DURING LINE CHECK, FOUND CRACK IN THE UPPER LEFT CORNER OF THE DOOR JAMB FOR THE REAR CABIN DOOR. REPAIRED PER EA 96-154223.									
5320 NWAA	619NW 47518	DOUG DC932				DOUBLER	CRACKED BS 598		7/29/97 9723689619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACK IN WINDOW 21R INTERNAL DOUBLER AT FS 598. REPAIRED PER EA 96-100421.									
5320 NWAA	619NW 47518	DOUG DC932				DOUBLER	CRACKED BS 598		8/29/97 9723869619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACK IN WINDOW 21L INTERNAL DOUBLER AT FS 598, LONGERON 12L. REPAIRED PER EA 96-110442.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	FITTING 5956034523	CRACKED BS 1072		12/17/97 ABXA9701988
DURING MOD/D-CHECK, FOUND THE INTERCOSTAL FITTING AT STA 1072 CRACKED BETWEEN LONGERONS 22R AND 28R. REPLACED FITTING IAW DC9 SRM 51-30-2.									
5320 ABXA	959AX 47761	DOUG DC941			DOUG	WEB 99101516	CRACKED BS 655		12/16/97 ABXA9701993
DURING MOD/D-CHECK, FOUND THE RT CUSP WEB CRACKED AT STA 655. REMOVED AND REPLACED CUSP WEB IAW DC9 SRM 51-30-2 AND 51-30-1.									
5330 NWAA	8914E 45831	DOUG DC914				SKIN	CRACKED BS 76.5		11/25/97 9723469155
DURING LINE CHECK, FOUND CRACK IN FUSELAGE SKIN AT FS 76.5, RBL 26. REPAIRED PER EA 91-154146.									
5330 NWAA	8914E 45831	DOUG DC914				SKIN	CRACKED BS 69.5		11/25/97 9723479155
DURING LINE CHECK, FOUND CRACK IN FUSELAGE SKIN AT FS 69.5, RBL 20.5. REPAIRED PER EA 91-154146.									

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5330 NWAA	9331 47263	DOUG DC931				SKIN	CRACKED BS 69.5		11/12/97 9723489967
DURING LINE CHECK, FOUND CRACK IN FUSELAGE SKIN ABOVE PILOT'S PITOT TUBE FS 69.5. REPAIRED PER EA 99-152748.									
5330 ABXA	981AX 47273	DOUG DC932		DOUG		PANEL 595606525	CORRODED BS 699		12/16/97 ABXA9701992
DURING C-CHECK, FOUND RT SLANT PANEL AT STA 699 AND RBL 22 TO 44 CORRODED. REMOVED AND REPLACED SLANT PANEL IAW DACO DWG 5956065 AND DC9 SRM 51-30-2.									
5330 NWAA	926RC 47473	DOUG DC932				SKIN	CORRODED BS 604		12/10/97 9723459924
DURING LINE CHECK, FOUND CORROSION ON SKIN AT FS 604 BETWEEN LONGERON 29L - 29R. REPAIRED PER EA 99-153395.									
5330 NWAA	619NW 47518	DOUG DC932				SKIN	CORRODED BS 160-200		7/15/97 9723699619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON FUSELAGE SKIN AT THE GALLEY DOOR THRESHOLD PLATE FS 160-200. REPAIRED PER EA 96-100426.									
5330 NWAA	619NW 47518	DOUG DC932				SKIN	CRACKED BS 110		8/5/97 9723879619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACK IN FUSELAGE SKIN AT FS 110 BETWEEN LONGERONS 28R AND 29R. REPAIRED PER EA 96-113368.									
5330 NWAA	619NW 47518	DOUG DC932				SKIN	CRACKED BS 110		7/31/97 9723859619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CRACK IN FUSELAGE SKIN ON FS 110 BETWEEN LONGERONS 14R AND 25R. REPAIRED PER EA 96-113368.									
5330 ABXA	959AX 47761	DOUG DC941		DOUG		SKIN 5910228	CORRODED BS 1197		12/17/97 ABXA9701994
DURING MOD/D-CHECK, FOUND THE FUSELAGE EXTERIOR SKIN CORRODED, AND BULGED WITH POPPED RIVETS AT CANTED STA 1197 AND LONGERON 27R. REMOVED AND REPLACED SKIN IAW DC9 SRM 53-32-0.									
5350 CALA	18513 48112	DOUG DC932				CABLES	OUT OF ADJUST TAIL CONE		12/19/97 CALA9701788
THE TAILCONE PULL CHECK WAS HIGH. THE CABLES RELEASED AT 50 POUNDS AND THE CONE DID NOT DROP. MAINTENANCE FOUND AFT RT LOWER TAILCONE LATCH MECHANISM BINDING. THE TAILCONE RELEASE SYSTEM CABLES WERE RIGGED IAW CARD 08-5350-1-0007 AND OPERATION CHECKED GOOD.									
5350 CALA	34838 49634	DOUG DC982				CABLE 3913359545	WORN TAIL CONE		12/22/97 CALA9701789
THE LT TAILCONE RELEASE CABLE WAS FOUND WORN AND FRAYED WHERE IT PASSES OVER UPPER MOST PULLEY. THE CABLE WAS REPLACED AND THE TAILCONE WAS RIGGED IAW MM 53-53-00.									
5520 ABXA	959AX 47761	DOUG DC941		DOUG		FITTING 49180191	CRACKED HORIZ STAB		12/17/97 ABXA9701990
DURING MOD/D-CHECK, FOUND THE LEFT ELEVATOR OUTBOARD HINGE FITTING CRACKED AT THE HORIZONTAL STABILIZER UPPER ATTACH HOLE. REPLACED ELEVATOR HINGE FITTING IAW DC9 SRM 51-30-1.									
5521 MWEA	302ME 47102	DOUG DC932				RIB	CRACKED RT ELEVATOR		12/22/97 MWEA97871
DURING C-CHK, FOUND CRACK AT RT ELEV NOSE RIB STA XHS106. MAINTENANCE REMOVED AND REPLACED DOUBLER IAW SRM 51-10-2A, 51-10-4, 51-30-5.									

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5610 ABXA	949AX 47325	DOUG DC931				WINDOW 5613217507	BINDING COCKPIT		12/22/97 ABXA9702000
CAPTAIN'S SIDE WINDOW (EMERG EXIT) WOULD NOT OPEN. ADJUSTED WINDOW TRIM AND LUBRICATED UPPER SLIDE TRACK.									
5711 ABXA	959AX 47761	DOUG DC941			DOUG	SPAR WEB 99194013	CORRODED LT WING		12/17/97 ABXA9701989
DURING MOD/D-CHECK, FOUND THE LEFT WING AUX SPAR WEB CORRODED AT THE LOWER OUTBOARD EDGE OF THE TRUNNION. REPLACED THE WEB IAW DACO DWG 9919401.									
5713 NWAA	619NW 47518	DOUG DC932				LONGERON	CORRODED WS 58-91		7/31/97 9723839619
DURING M CHECK AND PRIOR TO SERVICE, FOUND CORROSION ON STR 18 FROM WS 58-91. REPAIRED PER EA 96-100433.									
7110 MWEA	501ME 47132	DOUG DC932				NOSE COWL 5910298517	CRACKED LT ENGINE		12/21/97 MWEA97879
DURING A CHK, FOUND 2 IN CRACK ON LT ENGINE NOSE COWL AT 6 O'CLOCK POSITION. MX REMOVED AND REPLACED LT ENG NOSE COWL IAW DMM 71-10-1.									
7250 NWAA	670MC 47659	DOUG DC951	PWA JT8D17			TURBINE	FAILED RT ENGINE		12/20/97 9724159882
***** UPON APPLICATION OF TAKEOFF THRUST, A LOUD THUMP WAS HEARD FOLLOWED BY VIBRATION. RIGHT ENGINE THRUST REVERSER UNLOCK LIGHT ILLUMINATED MOMENTARILY. CREW ABORTED TAKEOFF AND SHUT DOWN THE RIGHT ENGINE. MAINTENANCE INSPECTED AND FOUND A CONTAINED TURBINE FAILURE IN THE RIGHT ENGINE. REPLACED ENGINE. OPERATIONAL CHECK NORMAL. AIRCRAFT RETURNED TO SERVICE.									
2612 AALA	1763 48553	DOUG MD11				CONTROLLER 4059027903	DEFECTIVE E/E COMPT		10/22/97 AALA972007
CTS - FLT 27 - EN ROUTE SEA/NRT DURING CRUISE, AFT CARGO FIRE WARN MASTER AURAL AND RED LIGHT ILLUMINATED. ACCOMP EMERG PROCEDURES AND DISCHARGED ONE AFT CARGO FIRE BOTTLE. MASTER WARN AURAL TERMINATED WHEN AGENT WAS DISCHARGED. A/C DIVERTED TO CTS AND AS REQUIRED PER PROCEDURES, SECOND FIRE BOTTLE WAS DISCHARGED PRIOR TO LANDING. A/C LANDED CTS W/O INCIDENT. CHECKED AFT CARGO COMPT AND CARGO FOR EVIDENCE OF FIRE OR OTHER DAMAGE WITH NO DEFECTS NOTED. PLACARDED AFT CARGO FIRE DETECTION SYSTEM AND A/C PROCEEDED TO NRT. REPLACED MISC SYS CONTROLLER DUE TO HARD FAULT. ALSO, REPLACED CARGO FIRE CONTROL OVERHEAD PANEL AND BOTH FIRE BOTTLES. SYSTEM GROUND CHECKED NORM OPER. (M)									
3350 WRLA	272WA 48437	DOUG MD11				LIGHT 602011	SHORTED CABIN		12/3/97 WRLA97146
DURING ROUTINE MAINTENANCE, MAINTENANCE PERSONNEL NOTED EMERGENCY FLOOR TRACKING WOULD NOT ILLUMINATE. MAINTENANCE PERSONNEL REPLACED SHORTED EGRESS MODULES AT ROWS 17 AND 24 DE. OPS CHECKED NORMAL. AIRCRAFT RETURNED TO SERVICE. (M)									
3444 FDEA	583FE 48421	DOUG MD11				RADIO ALTIMETER 6224542221	FAILED LT COCKPIT		12/12/97 97FDEA00892
97-0252 - ON CLIMB-OUT LOST ATS THEN BOTH AUTOPILOTS ON DESCENT GOT CONTINUOUS GPWS PULL TERRAIN. ON APPROACH LOC CAPTURE THEN LOST TO HEADING-GS WOULD NEVER CAPTURE LOST FD LOC COMMAND BAR. ON CFDS INTERROGATION, SYS FAULTED RA1 AND RA2 IN FDD 1 FCC 1 AND GPWC RTS TEST PASSED. IN FCC2, FCC2 AND GPWC RTS TESTS PASSED. PER MOCC/MDC REQUEST: REMOVED AND REPLACED NR 1RA PER MM 34-42-01-OPS CK NORMAL. TESTED RA2-SYS OPS NORMAL. C/W RA RECV/TRAN LEAK TEST PER MM 34-42-01 SYS OPS NORMAL, RECONFIGURED A/C PERF AFS AUTOLAND TEST ON FCC1 AND FCC2 SYS OPS NORMAL, TESTS PASSED. A/C STATUS REMAINS CAT 3A.									
7830 WRLA	271WA 48518	DOUG MD11				SWITCH TY163016	OUT OF ADJUST NR 1 ENGINE		12/2/97 WRLA97144
DURING INITIAL TAKEOFF ROLL (MAX SPEED 60 KNOTS) FLIGHT CREW OBSERVED NR 1 ENGINE THRUST REVERSER UNLOCK LIGHT. FLIGHT CREW ELECTED TO DISCONTINUE TAKEOFF. AIRCRAFT RETURNED TO GATE. AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL ADJUSTED LEFT OUTBOARD LOWER ACTUATOR LOCK SWITCH PER MM 789-32-00. GROUND RUN ENGINE. AIRCRAFT RETURNED TO SERVICE. (M)									
2560 MWEA	601ME 49762	DOUG MD88				GIRT BAR 11320	NOT STOWED AFT GALLEY		12/19/97 MWEA97874
AFT GALLEY DOOR GIRT BAR RED PULL TO INFLATE NEEDS TO BE STOWED. MX RESTOWED PLACARD.									

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2560 MWEA	601ME 49762	DOUG MD88				DOOR SLIDE 5956953503	OUT OF ADJUST AFT GALLEY		12/22/97 MWEA97881
AFT GALLEY SERV DOOR GIRT BAR DIFFICULT TO DISARM. MX ADJUSTED CANVAS ON AFT GALLEY DOOR SLIDE.									
5730 MWEA	701ME 49760	DOUG MD88				SKIN	CRACKED WS 281-378		12/20/97 MWEA97878
DURING C CHK, FOUND CRACK ON RT WING LEADING EDGE AT XFS281,378 FWD OUTBOARD CORNER. MX REPAIRED IAW SRM 57-06B FIG 3.									
5754 MWEA	701ME 49760	DOUG MD88				VANE	CHAFED NR 3 LE FLAP		12/20/97 MWEA97877
DURING C CHK, FOUND RT WING NR 3 FLAP FIXED VANE LEADING EDGE CHAFFED AND GOUGED. MX REPAIRED IAW SRM 51-70-2.									
2750 SWIA	215SW 120281	EMB EMB120ER	PWA PW118A			CONTROL UNIT	MALFUNCTIONED TE FLAPS		12/12/97 SWIA971044
AFTER DEPARTURE, SELECTED FLAPS TO 0 DEGREES AND GOT A FLAP DISAGREEMENT. CALLED MAINTENANCE CONTROL THROUGH ATLANTA RADIO AND WAS TOLD TO RETURN TO LAX. GOT A ROLL TO THE RIGHT WHEN SELECTING FLAPS 15 DEG FROM FLAPS 0 DEG. REPLACED FLAP CONTROL UNIT AND OPERATED FLAPS SEVERAL TIMES, OPS CHECKS GOOD.									
3260 SWIA	190SW 120050	EMB EMB120ER	PWA PW118A			WIRING HARNESS	FAILED LANDING GEAR		12/12/97 SWIA971043
AFTER TAKEOFF, PUT GEAR HANDLE UP AND GEAR SEEMED TO RETRACT NORMALLY BUT LEFT GREEN A LIGHT STAYED ON. CYCLED GEAR HANDLE AND WITH HANDLE DOWN GOT 3 RED B LIGHTS WITH NOSE AND RIGHT MAIN RED A LIGHTS ON CONTINUOUSLY. GEAR WOULD NOT EXTEND AND HYDRAULICS WERE NORMAL. USED ELECTRONIC OVER RIDE PROCEDURE AND RETURNED TO LAX. REPLACED LEFT GEAR A SYSTEM WIRING HARNESS AND BOTH PROX SENSORS. SWUNG GEAR AND OPS CHECKS GOOD.									
3350 COMA	130G 120130	EMB EMB120RT				SIGN 10130115	LOOSE CABIN		12/17/97 COMA9710499
EMERGENCY EXIT SIGN AT ROW 5C IS LOOSE. REPLACED SIGN ASSY.									
5270 SWIA	223SW 120291	EMB EMB120ER	PWA PW118A			SWITCH	OUT OF ADJUST CARGO DOOR		12/12/97 SWIA971046
CARGO DOOR LIGHT CAME ON AFTER V1 DURING TAKEOFF. RETURNED FOR LANDING AND VERIFIED DOOR PROPERLY CLOSED. ADJUSTED CARGO DOOR MICRO SWITCH, OPS CHECKS GOOD ON GROUND.									
5753 SWIA	215SW 120281	EMB EMB120ER	PWA PW118A			ROLLERS	WORN LT TE FLAP		12/13/97 SWIA971045
AFTER DEPARTURE, SELECTED FLAPS 0 DEG AND GOT A FLAP DISAGREEMENT. INBOARD PAIR DID NOT RETRACT COMPLETELY. RETURNED TO PSP. INSPECTED FLAP ROLLERS AND FOUND LEFT OUTBOARD FLAP ROLLER WORN. INSTALLED NEW ROLLER ON LEFT OUTBOARD FLAP, OPS CHECKS GOOD.									
3411	2MIL 10668	FOKKER F27MK400				TUBE PIT844271	CHAFED PITOT BS 3000	7185	10/20/97 97ZZX5208
PITOT TUBE BENEATH COCKPIT FLOOR (STA 3000) BETWEEN 'DRAINS' AND AIR DATA COMPUTER FOUND CHAFED BY AILERON FLIGHT CONTROL CABLE. ALUM TUBING CHAFED THRU .028 INCH WALL THICKNESS, 'FLASHING' BLOCKED HOLE PREVENTING PITOT SYS LEAK. DEFECT LOCATED 32 INCHES FROM RT END FITTING. TUBING'S LT END HAS DASH 6 TUBING (3.50 INCHES LONG) WELDED TO DASH 4 ALUMINUM TUBING APPROX 47 INCHES LONG. ONLY 1 CLAMP INSTALLED IN 50-INCH SPAN. TUBING MAY HAVE BEEN BENT BY WORKERS AND ROUTED INCORRECTLY, I.E., BETWEEN AILERON CABLES INSTEAD OF BENEATH. SUBMITTER RECOMMENDS RE-ROUTING TUBING BENEATH AILERON CABLES AND ADD ADDITIONAL CLAMPS TO SUPPORT TUBING. REF, FOKKER F27 IPC CHAP 34-10-07 FIG 01L-100.									
7200 COEA	701FE 10419	FOKKER F27MK600	RROYCE DART5327R			ENGINE	FAILED NR 2		12/1/97 COEA9701701
*****	UPON START OF THE NR 2 ENGINE (S/N 14211), FLIGHT CREW EXPERIENCED MODERATE VIBRATION EMANATING FROM THE ENGINE. CREW SHUT DOWN ENGINE AFTER LOW IDLE WAS ATTAINED. MAINTENANCE INVESTIGATED NR 2 ENGINE AND DISCOVERED THE LOW PRESSURE TURBINE DISK (NR 3) HAD SUSTAINED DAMAGED BEYOND ALLOWABLE LIMITS TO SEVERAL OF THE BLADES. FURTHER INVESTIGATION REVEALED THE LOW PRESSURE GUIDE VANE ASSEMBLY HAD SEVERAL STATORS DAMAGED BEYOND ALLOWABLE LIMITS. ENGINE WAS DEEMED UNSERVICEABLE AND REPLACEMENT IS UNDERWAY. (M)								

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2612 QXEA	477AU 11226	FOKKER F28MK4000			KIDDE F0N2330642	FIRE BELL 3962V	MALFUNCTION COCKPIT		12/21/97 QXEA9700914
GEG - DURING ENGINE FIRE WARNING TEST ALL ASSOCIATED LIGHT TESTS NORMALLY. HOWEVER, ENGINE FIRE WARNING BELL DOES NOT TEST. REPLACED FIRE WARNING BELL. OPERATIONAL CHECK GOOD.									
2910 USAA	893US 11373	FOKKER F28MK0100				TUBE D19366421	LEAKING LT MLG WW		11/30/97 USAAF97099
CLT/IAD - FLT 1706 - WHILE CLIMBING OUT OF CLT AT 8,000 FEET, THE CREW NOTICED THE NR 1 HYDRAULIC SYSTEM FLUID QUANTITY WAS DROPPING AND WITHIN 5 MINUTES IT READ ZERO QUANTITY. CREW DECLARED AN EMERGENCY AND FLIGHT RETURNED TO CLT. FLIGHT LANDED CLT WITHOUT FURTHER INCIDENT. MAINTENANCE INSTALLED A TEMPORARY SERVICEABLE LINE ON AILERON SYSTEM NR 1 RETURN LINE. HYDRAULIC PUMPS TESTED NORMAL. MAINTENANCE REMOVED THE TEMPORARY LINE AND INSTALLED A PERMANENT LINE ON 12-10-97. (X)									
3230 QXEA	475AU 11222	FOKKER F28MK4000			FOKKER A78700	UPLOCK SPRING A78722001	MALFUNCTION RT MLG		12/18/97 QXEA9700908
GEG - AFTER GEAR RETRACTION RIGHT GEAR UNSAFE LIGHT STAYED ON. PERFORMED EMERGENCY CHECKLIST. REPLACED RIGHT FORWARD UPLOCK SPRING. COMPLIED WITH GEAR SWINGS. AIRCRAFT RETURNED TO SERVICE.									
3350 USAA	861US 11297	FOKKER F28MK0100				POWER SUPPLY 6040681	INOPERATIVE CABIN		11/26/97 USAAF97098
PIT - FL 1239 PILOT REPORTED THAT THE FIRST CLASS FLOOR LEVEL LIGHTING WAS INOP. MAINTENANCE REMOVED AND REPLACED THE POWER SUPPLY. OPS CEHCK GOOD. (M)									
3350 QXEA	452US 11105	FOKKER F28MK1000				BATTERY 6008905	DISCHARGED CABIN	2958 2025	12/19/97 QXEA9700909
PDX - EVACUATION LIGHTS INOP ON EMERGENCY OVERWING EXITS. REPLACED BATTERY PACK. OPERATIONAL CHECK GOOD.									
3350 QXEA	490US 11152	FOKKER F28MK4000			GRIMES 2302	BULB 1820	FAILED CABIN		12/20/97 QXEA9700912
GEG - AFT FACING OVERWING EXIT SIGN HAS MANY M28 VOLT LIGHTS INOP, RELAMPED. OPERATIONAL CHECK GOOD.									
3350 QXEA	475AU 11222	FOKKER F28MK4000			GRIMES 5515800106	SIGN 5515900004	FAILED CABIN		12/21/97 QXEA9700913
GEG - OVERHEAD EMERGENCY SIGN AT ROW 8 PARTIALLY BURNED OUT. REPLACED EXIT SIGN. OPERATIONAL CHECK GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES 2302	LAMP 1820	FAILED GALLEY		12/21/97 QXEA9700915
SEA - FORWARD GALLEY EMERGENCY EXIT LIGHT INOP, RELAMPED. OPERATIONAL CHECK GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000				SIGN XB864041	MALFUNCTION CABIN		12/17/97 QXEA9700906
PDX - EXIT SIGN AT SEAT 8B BROKE. REPLACED SIGN. OPERATIONAL CHECK GOOD.									
5210 QXEA	477AU 11226	FOKKER F28MK4000				DOOR MECHANISM	LACK OF LUBE PAX DOOR		12/20/97 QXEA9700911
PDX - MAIN CABIN DOOR WOULD NOT OPEN, HAD TO USE EMERGENCY METHOD. INSPECTED ALL SYSTEM OF THE MAIN CABIN DOOR. WIGGLED WIRES, CHECKED RIGGING, CLEANED AND LUBED LEVER TRACK. OPERATIONAL CHECK GOOD. NO PARTS REPLACED.									
7200 USAA	887US 11349	FOKKER F28MK0100	RROYCE TAYMK65015			ENGINE	VIBRATION LEFT		11/25/97 USAAF97097
IND - FLT 1057 - EN ROUTE, CREW EXPERIENCED HIGH VIBRATION ON THE LEFT ENGINE. CREW WAS ABLE TO CONTROL THE VIBRATION BY REDUCING THE ENGINE EPR. VIBRATION RETURNED DURING DESCENT. FLIGHT DIVERTED TO IND AND LANDED WITH NO FURTHER INCIDENT. MAINTENANCE CHECKED THE ROTATING FAIRING OF TRAPPED MOISUTRE AND FOUND NONE. ENGINE WAS INSPECTED AND VIBRATION SURVEY PERFORMED. NO PROBLEMS WERE FOUND. AIRCRAFT RELEASED FOR SERVICE. (M)									

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7230 JBXA	107ML 11450	FOKKER F28MK0100	RROYCE TAYMK65015			COMPRESSOR	FAILED NR 2 ENGINE		11/26/97 JBXA970026
RDU - FLT 2 - AFTER DEPARTURE AT RDU TO PBI NR 2 ENGINE HAD 2 LOUD BANG NOISES THEN THE N2 VIBRATION WENT TO THE TOP OF THE GREEN ARC. AFTER THE 2 NOISES THERE WAS A BRIEF MFDU ALERT FOR ENGINE NR 2 FUEL PRESSURE. AIRCRAFT RETURNED TO RDU. MAINTENANCE PERFORMED BORESCOPE TO NR 2 ENG HP STAGE 1, 7 AND 8 COMPRESSOR BLADES IAW AMM 71-00-01 DAMAGE EXCEEDS ALLOWABLE LIMITS. (M)									
2340 VTZA	327UE 41080	JETAIR JETSTM4101				TERMINAL	BROKEN LT GENERATOR		11/27/97 VTZA97662
FLT 6581 - BWO-BOS - DURING CRUISE, A/C MADE A UNSCHEDULED LANDING DUE TO LEFT GENERATOR FAILED IN FLIGHT AND WOULD NOT RESET. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FOUND BROKEN TERMINAL AND REMOVED AND REPLACED TERMINAL, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3244 VTZA	306UE 41020	JETAIR JETSTM4101				TIRES AH52688	VIBRATION NLG		12/1/97 VTZA97667
IAD - DTW - FLT 6426 - AIRCRAFT ABORTED TAKEOFF DUE TO STRONG VIBRATION DURING ROLLOUT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED BOTH NOSE TIRES. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3320 VTZA	326UE 41064	JETAIR JETSTM4101				BALLAST BR90001	FAILED CABIN		11/6/97 VTZA97621
FLT 6176 - IAD-BDL - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO BURNING SMELL FROM FWD CABIN NEAR PASSENGER DOOR. CREW REMOVED POWER FROM CABIN LIGHTS. MAINTENANCE INSPECTED AND OPENED DMI 05713 MEL 33-7. MAINTENANCE CLOSED DMI 05713 ON 11-13-97 BY REMOVING AND REPLACED BALLAST UNIT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	324UE 41017	JETAIR JETSTM4101				CONNECTOR	LOOSE CABIN		11/27/97 VTZA97661
FLT 6275 - BWI-BOS - DURING TAXI, RETURNED TO GATE DUE TO FWD INTERIOR EMERGENCY TRACK LIGHTING INOP. MAINTENANCE INSPECTED AND FOUND LOOSE CONNECTION AND RESECURED CONNECTION, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6112 VTZA	301UE 41012	JETAIR JETSTM4101				DE-ICE MAT B4018316	FAILED LT PROP		11/22/97 VTZA97656
FLT 6355 - IAD-TYS - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT PROP HEAT FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT PROP DE-ICE MAT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
6120 VTZA	321UE 41045	JETAIR JETSTM4101				PROP GOVERNOR	OUT OF ADJUST LT ENGINE		11/30/97 VTZA97666
FLT 6266 - IAD-BTV - ABORTED TAKEOFF DUE TO LEFT ENGINE SLOW TO MAKE TORQUE. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND ADJUSTED PROP GOVERNOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7712 VTZA	309UE 41022	JETAIR JETSTM4101				IEC 21188408	FAILED RT ENGINE		12/2/97 VTZA97675
FLT 6327 - DTW-IAD - ABORTED TAKEOFF DUE TO A TORQUE FLUCTUATION INDICATION ON THE RIGHT ENGINE. AIRCRAFT RETURNED TO GATE AND NOTIFIED MAINTENANCE CONTROL. MAINTENANCE WAS DISPATCHED AND FOUND THE NR 1 BRIDGE ON THE IEC WAS AT FAULT. MAINTENANCE SWAPPED THE TORQUE RING FROM NR 1 TO NR 2 BRIDGE AND PERFORMED THE REQUIRED MAINTENANCE CHECKS WITH NO FURTHER DISCREPANCIES NOTED. AIRCRAFT WAS THEN RELEASED FOR SERVICE. (M)									
7712 VTZA	313UE 41026	JETAIR JETSTM4101				TT2 SENSOR 31055017	FAILED NR 1 ENGINE		11/25/97 VTZA97672
FLT 6353 - IAD-TYS - ABORTED TAKEOFF DUE TO NR 1 ENGINE TORQUE WENT TO 110 PERCENT WITH POWER LEVER .5 WAY. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED TT2 SENSOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

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7931 VTZA	325UE 41063	JETAIR JETSTM4101				CONNECTOR	DIRTY RT ENGINE		12/1/97 VTZA97659
FLT 6356 - PWM-IAD - AIRCRAFT ABORTED TAKEOFF DUE TO RIGHT OIL PRESSURE WARNING LIGHT ILLUMINATED INTERMITTENTLY. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTION AND OPENED DMI 06683, MEL 79-4. MAINTENANCE CLOSED DMI 06683 ON 12-01-97 BY CLEANING OIL PRESSURE SWITCH CANNON PLUG, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2530 DALA	761DA 193Y1208	LKHEED 10113853				OVEN	OVREHEATED MID GALLEY		12/17/97 DLL19972662
GALLEY MID AFT CENTER OVENS OVERHEATS DIRTY TRAYS CAUSE SMOKE, CLEANED OVEN AND TRAYS.									
5311 CKSA	106CK 293C1211	LKHEED 1011385115				FRAME	CORRODED BS 1809		12/12/97 CKSA97603
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION ON RING FRAME AT FS1809 FROM S37 TO S42. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW L1011 SRM 53-12-00 FIG 801. INSTALLED REPAIR IAW L1011 SRM 53-12-00 FIG 805. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14032.									
5311 CKSA	106CK 293C1211	LKHEED 1011385115				FRAME	CORRODED BS 1809		12/12/97 CKSA97604
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION ON RING FRAME STA 1809 FROM S33 UP TO S22. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW L1011 SRM 53-12-00 FIG 801. INSTALLED REPAIR IAW L1011 SRM 53-12-00 FIG 805. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14035.									
5313 CKSA	106CK 293C1211	LKHEED 1011385115				STRINGER	CORRODED BS 1645-1625		12/12/97 CKSA97608
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: STRINGER CORRODED OUT OF LIMITS FS1645 TO 1625 STR 30. INSTALLED REPAIR IAW SRM 53-13-00 FIG 804 SHEET 2. CORROSION TASK CARD NUMBER C53-120-04-02. NON-ROUTINE TASK CARD NUMBER 14062.									
5313 CKSA	106CK 293C1211	LKHEED 1011385115				LONGERON	CORRODED BS 1809		12/12/97 CKSA97605
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION ON AFT PRESS BULKHEAD LONGERON FWD PART FS1809 BEHIND S17-S18. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW 53-11-00 FIG 801. INSTALLED REPAIR IAW LOCKHEED L1011 SRM 53-11-00. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14036.									
5315 CKSA	106CK 293C1211	LKHEED 1011385115				FLOORBEAM	CORRODED BS 1425		12/12/97 CKSA97593
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: STA 1425 FLOORBEAM UPPER T CHORD CORROSION UNDER NUT PLATE RBL6. REMOVED SECTION OF DAMAGED FLOORBEAM IAW L1011 SRM 51-40-01. INSTALLED REPAIR IAW L1011 SRM 53-23-00 FIG 802. CORROSION TASK CARD NUMBER C53-120-04-02. NON-ROUTINE TASK CARD NUMBER 13605.									
5315 CKSA	106CK 293C1211	LKHEED 1011385115				FLOORBEAM	CORRODED BS 1465		12/12/97 CKSA97594
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: STA 1465 FLOOR T CHORD RBL3 CORROSION UNDER NUT PLATE. REMOVED SECTION OF DAMAGED FLOORBEAM. INSTALLED REPAIR IAW L1011 SRM 53-23-00 FIG 802. CORROSION TASK CARD NUMBER C53-120-04-02. NON-ROUTINE TASK CARD NUMBER 13607.									
5320 CKSA	106CK 293C1211	LKHEED 1011385115				ANGLE	CORRODED CARGO COMPT		12/12/97 CKSA97606
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION ON MAIN CARGO FLOOR SUPPORTS JUST FWD OF AFT PRESS BULKHEAD. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW 53-21-00. REPLACED MAIN CARGO FLOOR SUPPORT UPPER ANGLE IAW 51-40-01 AND 51-10-05. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14043.									

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 CKSA	106CK 293C1211	LKHEED 1011385115				TEAR STRAP	CORRODED BS 1495		12/12/97 CKSA97595
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: STA 1495 TEAR STRAP DISBONDED LBL15. REMOVED TEAR STRAP FOUND CORROSION. REMOVED CORROSION FOUND TO BE OUT OF LIMITS. REPAIRED AREA IAW SRM 53-31-00, 51-10-03 AND 51-21-01. INSTALLED ALL PARTS AND FASTENERS IAW SRM 51-21-02, MM 20-51-09, 51-40-01. CORROSION TASK CARD NUMBER C53-120-04-02. NON-ROUTINE TASK CARD NUMBER 13611.									
5320 CKSA	106CK 293C1211	LKHEED 1011385115				TEAR STRAP	CORRODED BS 865-846		12/12/97 CKSA97597
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: TEAR STRAP DEBONDING BETWEEN STR 36-37 AT FS865-846. CUT FAIL/SAFE STRAP AND REMOVED CORROSION IAW L1011 SRM 53-31-00 FIG 804 AND 51-21-01. FOUND OUT OF LIMITS IAW SRM 53-31-00 FIG 801. INSTALLED REPAIR IAW SRM 53-31-00 FIG 820. CORROSION TASK CARD NUMBER C53-120-04-01. NON-ROUTINE TASK CARD NUMBER 13636.									
5320 CKSA	106CK 293C1211	LKHEED 1011385115				SUPPORT	CORRODED CARGO COMPT		12/12/97 CKSA97607
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION ON MAIN CARGO FLOOR SUPPORT LAST ONE ON LT SIDE JUST FWD OF AFT PRESS BULKHEAD JUST ABOVE APU AIR DUCT. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW L1011 SRM 53-21-00 FIG 801. REPAIRED FLOOR SUPPORT PER L1011 SRM 51-50-04. INSTALLED PER L1011 SRM 51-40-01. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14045.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 789-769		12/12/97 CKSA97600
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: TEAR STRAPS DEBONDING BETWEEN 36-40 STRINGERS AT FS789-769, BETWEEN STRINGER 38-39 SKIN OUT OF LIMITS. CUT OF THE DAMAGED AREA. INSTALLED REPAIR AS PER SRM 53-31-00 FIG 802. CORROSION TASK CARD NUMBER C53-120-04-01. NON-ROUTINE TASK CARD NUMBER 13655.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 789-769		12/12/97 CKSA97609
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: EXTERNAL SKIN CORROSION OUT OF LIMITS AT FS789 TO 769 S36-37. INSTALLED REPAIRS IAW SRM 51-31-00 FIG 802 AND FIG 820. CORROSION TASK CARD NUMBER C53-120-04-01. NON-ROUTINE TASK CARD NUMBER 14064.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 1523-1605		12/12/97 CKSA97592
DURING ROUTINE CPCP INSPECTION, FOUND LEVEL 2 CORROSION: STR 30 FROM STA 1523 TO 1605 INNER SKIN, STRINGER AND TEAR STRAPS CORRODED. REMOVED INNER AND OUTER SKIN FS 1523 TO 1605 IAW AIA ENGINEERING SKETCH 2697. INSTALLED REPAIR IAW AIA/E/2697. CORROSION TASK CARD NUMBER C53-120-04-02. NON-ROUTINE TASK CARD NUMBER 13603.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 943-923		12/12/97 CKSA97596
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: C1 BILGE SKIN CORRODED FROM FS943-923 S28-S27. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND OUT OF LIMIT IAW L1011 SRM 53-12-00 FIG 801. INSTALLED REPAIR IAW AIA/E/2699. CORROSION TASK CARD NUMBER C53-120-04-01. NON-ROUTINE TASK CARD NUMBER 13619.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 769-749		12/12/97 CKSA97598
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: TEAR STRAP DEBONDING BETWEEN STR 36-37 AT FS769-749. CUT FAIL/SAFE STRAP AND REMOVED CORROSION IAW SRM 51-21-01. FOUND INTERNAL FUSELAGE SKIN TO BE OUT OF LIMITS IAW SRM 53-31-00 FIG 801. INSTALLED REPAIR IAW SRM 53-31-00 FIG 802. CORROSION TASK CARD NUMBER C53-120-04-01. NON-ROUTINE TASK CARD NUMBER 13638.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 943		12/12/97 CKSA97599
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: FS943 STR 28 SKIN CORRODED. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND OUT OF LIMITS IAW L1011 SRM 53-12-00 FIG 801. INSTALLED REPAIR IAW AIA/E/2699. CORROSION TASK CARD NUMBER C53-130-06-00. NON-ROUTINE TASK CARD NUMBER 13642.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 1778-1792		12/12/97 CKSA97601
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: BETWEEN BS1778 AND BS1792; FROM S26 TO S35 BARE METAL AREAS WITH SIGNS OF CORROSION. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND OUT OF LIMITS IAW L1011 SRM 53-31-00 FIG 801. REPAIRED IAW L1011 SRM 53-31-00 FIG 804 AND 803. CORROSION TASK CARD NUMBER C53-120-04-03. NON-ROUTINE TASK CARD NUMBER 14015.									
5330 CKSA	106CK 293C1211	LKHEED 1011385115				SKIN	CORRODED BS 1819 S41		12/12/97 CKSA97602
DURING ROUTINE CPCP INSPECTION FOUND LEVEL 2 CORROSION: CORROSION AROUND AFT WASTE COMPT HYD LINE BULKHEAD BOX (LT) APPROX FS1819 ABOVE S41. REMOVED CORROSION IAW L1011 SRM 51-21-01. FOUND TO BE OUT OF LIMITS IAW SRM 53-11-00 FIG 801. INSTALLED REPAIR IAW SRM 53-11-00 FIG 805. CORROSION TASK CARD NUMBER C53-160-04-00. NON-ROUTINE TASK CARD NUMBER 14031.									
5754 DALA	756DR 193Y1185	LKHEED 10113853				SKIN 1592941117	CRACKED NR 4 LE SLAT		12/17/97 DLL19972665
LT WING NR 4 SLAT UPPER SKIN CRACKED 4PLS SRM REPAIR REF 57-51-00 FIG808 MAJOR REPAIR.									
5610 MGTY *****	155AV 5104	LKHEED 132923E			PPG	WINDOW JF4897LF	MISINSTALLED COCIPIT LT AFT		12/8/97 97ZZZX5209
LOCKHEED JETSTAR COCKPIT LT REAR SIDE WINDOW (IPC 2-232 FIG 23 ITEM D). WHEN A DEFECT ON LT COCKPIT DV WINDOW WAS INVESTIGATED, FOUND LT REAR COCKPIT SIDE WINDOW, REAR UPPER AND LOWER WINDOW RETAINERS HAD NOT BEEN BOLTED TO WINDOW SUPPORT STRUCTURE. RETAINERS WERE ONLY ATTACHED TO FUSELAGE OUTER SKIN. OVER 30 ATTACHMENT BOLTS ARE MISSING AND LOWER RETAINER IS NOW MISALIGNED BY APPROX .1875 INCH OUTBOARD. VISUAL AND NDT INSPECTIONS ARE BEING CARRIED OUT ON WINDOW AREA OF FUSELAGE. LOCKHEED HAS BEEN INFORMED AND ARE INVESTIGATING REPAIR REQUIREMENTS. ON REAR RT COCKPIT WINDOW, 2 ATTACHMENT BOLTS WERE FOUND MISSING FROM TOP RETAINER.									
3350 RAAA	9744C 188C1140	LKHEED 188C				LIGHT 1000553	FAILED CABIN		12/17/97 RAAA97E4026
RT AFT EMERGENCY EXIT PULLDOWN LIGHT FAILED SERVICE CHECK. CHANGED EMERGENCY LIGHT ASSEMBLY.									
2140 SRAA	908SJ 4300	LKHEED 382E				SHUTOFF VALVE	MALFUNCTIONED CARGO COMP		12/17/97 SRAA971214
TEN MINUTES INTO FLIGHT FROM RSW, FLIGHT 356, CARGO COMPARTMENT AIR CONDITIONER OVERHEAT LIGHT CAME ON. SHUT SYSTEM OFF AND ISOLATED SYSTEM. OVERHEAT LIGHT WENT OUT. RESEALED UNDERFLOOR HEAT SHUTOFF VALVE, SYSTEM CHECK GOOD ON GROUND IAW MM 21-40.									
5520 SRAA	916SJ 4134	LKHEED 382B				HINGE	WORN RT ELEVATOR		12/10/97 SRAA971209
DURING FLIGHT 9837 FROM MEX TO RIC, NOTICED AIRCRAFT ELEVATOR CONTROLS HAVE VIBRATION AT HIGH SPEED. INSPECTED AIRCRAFT AND FOUND RIGHT ELEVATOR TRIM TAB HINGE WORN. REPLACED WORN SECTION OF HINGE AND PIN, OPS CHECKED GOOD PER MM CH 51-140.									
7110 FFJA	3380W 32235	PIPER PA32260				COWLING	SEPARATED ENGINE UPPER		12/3/97 97ZZZX5213
UPPER ENGINE COWLING SEPARATED FROM AIRCRAFT ON APPROACH TO RDU. DATE OF LAST INSPECTION, 10-24-97, AT 100-HOUR INSPECTION, UPPER ENGINE COWLING WAS REMOVED AND REINSTALLED. SUSPECT FORWARD ATTACH PIN FAILURE AT FIBERGLASS ATTACHMENT. ALL OTHER FASTENERS, 2 EACH RT AND LT, ALSO 2 EACH UPPER AFT WERE DAMAGED AS A RESULT OF FAILURE. NO DEFECTS NOTED OF UPPER PIN ATTACH POINTS OR ANY MISALIGNMENT OF UPPER ENGINE COWLING AFTER 80 HOURS OF FLIGHT, UNTIL THIS FAILURE.									
2740 DXYA *****	8107X 348070012	PIPER PA34200T				CABLE 071199602	FAILED STAB TRIM BS 187		12/31/96 97ZZZX5201
DURING NORMAL OPERATIONS, PILOT REPORTED STABILATOR TRIM BECAME INOPERATIVE DURING APPROACH TO LANDING AT HOME BASE. NO TRIM LANDING UNEVENTFUL. ON INVESTIGATION, FOUND STABILATOR TRIM CABLE SEVERELY FRAYED AND JUMPED OF THE PULLEYS OF THE AUTOPILOT AND ELECTRIC TRIM SERVOS LOCATED JUST AFT OF FS 187.84. THIS RESULTED IN COMPLETE LOSS OF TRIM ACTUATION (MANUAL AND ELECTRIC). AIRCRAFT HAD UNDERGONE ANNUAL 100-HOUR INSPECTION 49 HOURS PREVIOUSLY WITH NO SIGNS OF PROBLEMS. SUBMITTER STATED PROBLEM HAS OCCURRED ON OTHER, SAME TYPE AIRCRAFT IN THE PAST.									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

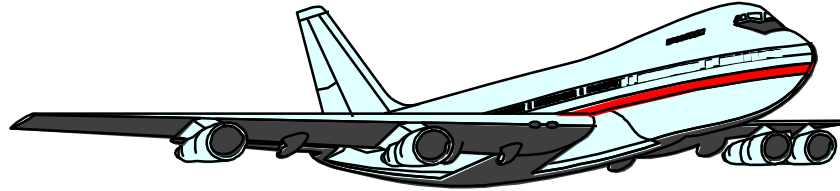
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3211 LJEA	2163N 447995222	PIPER PA44180				FITTING 6704014	CRACKED LT MLG TRUNNION	4200	12/4/97 97ZZZX5191
DURING 100-HOUR INSPECTION, FOUND LT MAIN LANDING GEAR FORWARD TRUNNION FITTING WITH A CRACKED UPPER INBOARD ATTACHMENT LUG.									
5751 LJEA	2163N 447995222	PIPER PA44180				RIB 8656203	CRACKED AILERON	4200	12/4/97 97ZZZX5192
***** LEFT AND RIGHT AILERONS REMOVED TO FACILITATE SKIN REPLACEMENT. AFTER REMOVING SKIN, FOUND ALL AILERON NOSE RIBS WITH HINGE FITTINGS ATTACHED CRACKED AT BOLT HOLES. PIPER SB 702 AND SB 725A HAVE PREVIOUSLY BEEN COMPLIED.									
3150 REXA	407BH 340A078	SAAB SF340A				WEU 004WS00	INOP LEFT		11/26/97 REXA97269
LEFT ENGINE BLEED LIGHT CAME ON IN FLT (ENGINE WAS SHUT DOWN). REMOVED AND REPLACED WEU. (M)									
3350 MALA	402XJ 340B402	SAAB 340B				LIGHT	LOOSE CABIN		12/19/97 MALA975826
DURING INSPECTION, EMERGENCY LIGHT LOOSE AT SEAT 4 AND 6. MAINTENANCE SECURED LIGHTS. ALL CHECKS GOOD.									
3350 MALA	412XJ 340B412	SAAB 340B				SIGN 60207	FAILED CABIN		12/19/97 MALA975829
DURING INSPECTION, FOUND EMERGENCY EXIT LIGHT 6D INOP. MAINTENANCE INSTALLED SERVICABLE EXIT SIGN AT ROW 6 DE. ALL CHECKS GOOD.									
3350 MALA	89XJ 089	SAAB SF340A				BULB 1317	FAILED CABIN		12/21/97 MALA975821
DURING INSPECTION, SEAT 3C AND D EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED BOTH EMERGENCY LIGHTS. ALL CHECKS GOOD.									
3350 MALA	89XJ 089	SAAB SF340A				BULB 1317	FAILED CABIN		12/22/97 MALA975820
DURING INSPECTION, 6D EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT. ALL CHECKS GOOD.									
3350 MALA	102XJ 340A102	SAAB SF340A				BULB 1317	FAILED CABIN		12/21/97 MALA975819
DURING INSPECTION, ONE EMERGENCY LIGHT INOP. MAINTENANCE REPLACED EMERGENCY LIGHT. ALL CHECKS GOOD.									
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 7239410802	FAILED CABIN		12/21/97 MALA975828
DURING INSPECTION, ONE FLOOR TRACK EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED. ALL CHECKS GOOD.									
3350 MALA	110XJ 340A110	SAAB SF340A				BULB 1317	FAILED CABIN		12/20/97 MALA975827
DURING INSPECTION, ONE OVERHEAD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED EMERGENCY LIGHT. ALL CHECKS GOOD.									
3350 MALA	112XJ 340A112	SAAB SF340A				BATTERY 6104789	DISCHARGED CABIN		12/19/97 MALA975824
DURING INSPECTION, VARIOUS EMERGENCY LIGHTS INOP. MAINTENANCE REPLACED BATTERY PACKS. ALL CHECKS GOOD.									
7110 MALA	416XJ 416	SAAB 340B				FASTENERS	LOOSE ENG COWLING		12/16/97 MALA975816
AFTER TAKEOFF, THE FLIGHT ATTENDANT SIGHTED A LOOSE COWLING. AIRCRAFT RETURNED TO DTW. MAINTENANCE FOUND FASTENERS LOOSE, RESECURED FASTENERS AT THE TOP OF THE COWLING. ALL CHECKS GOOD.									

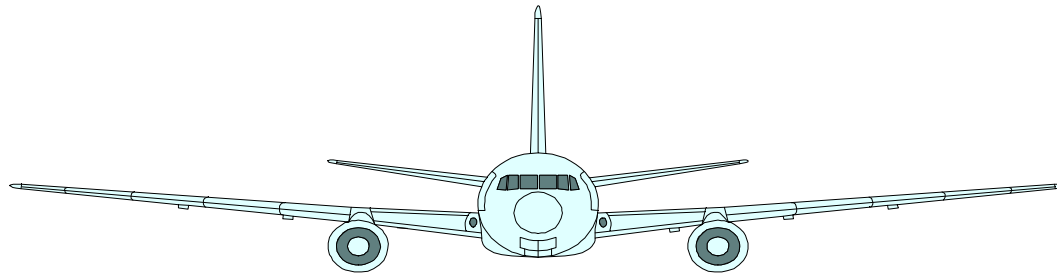
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7210		SAAB	GE			BEARING	CRACKED	14625	11/30/97
SI3R		SF340A	CT79B		5074T51G10	7757571	GC 49 GEARCASE		SI3R97014
UPON DISASSEMBLY OF GEARBOX, FOUND CRACKED INNER RACE ON THE FORWARD ROLLER BEARING (PN 775757-1 ITEM 60 FIG 7). (X)									
7320	372PH	SWRNGN	GARRTT			FUEL CONTROL	OUT OF ADJUST		11/28/97
MEJA	AC532	SA227AC	TPE33111U				RT ENGINE		97ZZZM1227
THE PILOT ABORTED THE TAKEOFF AT SAT FOR LOW TORQUE ON RIGHT ENGINE. MAINTENANCE PERFORMED GROUND CHECK, ADJUSTED SCREW 'X', VERIFIED EGT COMP, AND TSC. ALL CHECKED OK. AN ENGINE GROUND RUN WAS ACCOMPLISHED TO VERIFY ADJUSTMENTS THAT WERE MADE. NO DEFECTS WERE NOTED AND THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									

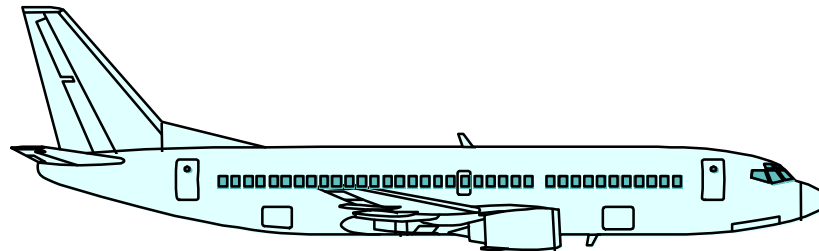
(End of DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY)



INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**12/21/97 - 12/27/97 ISSUE: 97-52 ZAC-326**

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7230			PWA JT9D7R4D		PWA	BLADE	FRACTURED 8TH & 9TH STAGE	6896	8/18/94 CA941021519
*****	(CAN) AFTER TAKEOFF AT 300 FEET THERE WAS A LOUD EXPLOSION ACCOMPANIED BY A YAW TO THE LEFT. LEFT ENGINE ANNUNCIATED EGT IN RED. ENGINE POWER REDUCED TO IDLE. FLIGHT RETURNED & LANDED WITHOUT INCIDENT. INSPECTION REVEALED DAMAGE TO 8TH & 9TH STAGE COMPRESSOR BLADES. DISASSEMBLY OF THE ENGINE FOUND THREE 8TH STAGE COMPRESSOR BLADES MISSING, CAUSING MAJOR COMPRESSOR DAMAGE TO THE DOWNSTREAM STAGES OF THE HIGH PRESSURE COMPRESSOR. THE CAUSE OF THE BLADES FAILURE WAS LIKELY HIGH FREQUENCY FATIGUE.								
7230			PWA JT9D7R4D			BLADE	FRACTURED COMP 6TH STG	30449 7213	9/11/94 CA941021516
*****	(CAN) ON CLIMB OUT NR1 ENGINE HAD A COMPRESSOR STALL AT FL120, FLAMES WERE REPORTED, AIRCRAFT RETURNED TO POINT OF DEPARTURE. INSPECTION FOUND DAMAGE TO 6TH STAGE COMPRESSOR BLADES. ONE COMPRESSOR BLADE BROKE OFF APPROXIMATELY 1/2" FROM ITS ROOT DUE TO BLADE FLUTTER CAUSED BY ONE STAGE 6 VARIABLE VAN WHICH MOVED OUT OF POSITION BECAUSE THE VANE ARM ROTATED OUT OF THE VANE SHAFT SLOT. THE CAUSE OF THIS TYPE OF FAILURE IS SLOT WEAR OR AN OLD VANE ARM WAS REUSED. THE COMPRESSOR WAS BUILT 19,000 HOURS AGO.								
3242		AEROSP ATR42300	PWA PW120	HAMSTD 14SF5		DISC 50068572 5010783	BROKEN LT NR 1 BRAKE	17207 1155	10/22/97 CA971028013
	(CAN) DURING TAXI, AIRCRAFT SUDDENLY PULLED TO THE LEFT. AIRCRAFT HAD TO STOP AS TAXIING NO LONGER POSSIBLE. NR1 BRAKE AND WHEEL REPLACED. INSPECTION OF BRAKE FOUND THAT THE STATIONARY DISC WAS BROKEN AND THE LOOSE PART WAS JAMMING THE WHEEL.								
2611		AIRBUS A310324	PWA PW4152			SMOKE DETECTOR	MALFUNCTIONED FWD CARGO		10/15/97 CA971024011
	(CAN) ECAM SMOKE INDICATION FORWARD CARGO COMPARTMENT AFTER 1.5 HOURS OF FLIGHT. MECHANIC ON BOARD CHECKED CARGO COMPARTMENT FOR HEAT AND SMOKE. NO INDICATION OF FIRE OR SMOKE. INDICATION LASTED ABOUT 4 MINUTES THEN STOPPED. SYSTEM TEST CARRIED OUT NORMAL AND REMAINDER OF FLIGHT UNEVENTFUL. NO REOCCURRENCE OF PROBLEM.								
2120		AIRBUS A320212				ARMATURE 9566300	OPEN CIRCUIT AIR DISTRIBUTION		1/31/97 AU970500
	(AUS) AVIONICS EQUIPMENT VENTILATION SYSTEM SKIN AIR OUTLET VALVE MOTOR ARMATURE HAD OPEN CIRCUIT ON THREE ADJACENT COMMUTATOR SEGMENTS								
2710		AIRBUS A320211				COMPUTER 3945122307	ERRATIC AILERON		9/28/94 CA941021513
	(CAN) DURING HAND CONTROL OPERATION OF FLIGHT CONTROLS E.L.A.C. FAULT APPEARED. AIRCRAFT HAD A ROLLING TENDENCY LEFT AILERON UP AND RIGHT DOWN, LEFT SPOILERS NR4-3 & 2 UP. SIDE STICK CORRECTION CAUSED E.L.A.C. NR1 FAULT, RESET DID NOT CURE PROBLEM ALTHOUGH AUTO PILOT APPEARED TO PROVIDE CONTROL. NR1 E.L.A.C. COMPUTER CHANGED AND OPERATION TEST CARRIED OUT								
2750		AIRBUS A320212				STRUT	OUT OF ADJUST TE FLAP CONTROL		5/27/97 AU970631
	(AUS) LH TRAILING EDGE FLAP INTERCONNECT STRUT OUT OF ADJUSTMENT								
2910		AIRBUS A320211				LINE D2901005200200	CHAFED GREEN HYD SYS		9/10/94 CA941024106
	(CAN) LOSS OF HYDRAULIC FLUID GREEN SYSTEM DUE TO CHAFING OF CASE DRAIN LINE. NEW LINE INSTALLED.								
2910		AIRBUS A320212				BYPASS VALVE 114087005	LEAKING NLG		10/7/97 CA971031005
	(CAN) GREEN HYDRAULIC SYSTEM FLUID LEVEL WENT TO ZERO AFTER LANDING WHILE TAXIING. MAINTENANCE TROUBLE SHOOTING REVEALED NOSE LANDING GEAR BYPASS VALVE LEAKING. FAILED VALVE REPLACED.								

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2913		AIRBUS A320212				PUMP MX446203	FAILED HYDRAULIC PUMP		1/8/97 AU970629
*****	(AUS) NO1 ENGINE DRIVEN HYDRAULIC PUMP FAILED - INVESTIGATION FOUND THAT ALL THE PISTONS HAD SEPARATED FROM THE PISTON SHOES - THE YOKE CONTROL SPRING BROKEN - PUMP CONTAMINATED WITH METAL - LOSS OF HYDRAULIC FLUID THROUGH DRIVE SHAFT SEAL								
3441		AIRBUS A320211				ADIRU HG1150AC05	INOPERATIVE 1ST OFFICER PFD		9/15/94 CA941024107
	(CAN) TAKEOFF ABORTED DUE TO LACK OF AIR SPEED INDICATION ON 1ST OFFICERS PFD. MAINTENANCE ACTION INVOLVED REPLACING NR2 AIR DATA INERTIAL REFERENCE UNIT.								
5230		AIRBUS A320212				LEVER D5237130400400	WORN AFT CARGO DOOR		9/17/97 CA971027007
	(CAN) AFT CARGO DOOR OPEN MESSAGE ON TAKEOFF ROLL. TAKEOFF ABORTED AND AIRCRAFT RETURNED TO GATE. DOOR CONFIRMED CLOSED BY MAINTENANCE CREW AND DEFERRED AS PER MEL. SUBSEQUENT MAINTENANCE ACTION REPLACED AFT CARGO DOOR HANDLE MECHANISM LEVER.								
5240		AIRBUS A320211				FITTING PIN D5211082500100	CREEPS FWD SERV DOOR		10/14/94 CA941024110
	(CAN) FORWARD SERVICE DOOR SAFETY PIN BUSHING ON SLIDE DISARM LEVER MIGRATES. IF IT MOVES TOWARDS LEVER, ARMING OF THE LEVER IS PREVENTED. IF THE BUSHING MIGRATES IN EITHER DIRECTION WILL CAUSE DOOR PROBLEMS. FITTING & BUSHING WAS REPLACED								
5610		AIRBUS A320212				WINDSHIELD NP1653114	CRACKED FLIGHT COMPART		2/11/97 AU970501
	(AUS) FIRST OFFICERS WINDSCREEN OUTER PANE CRACKED								
2211		AIRBUS A340313				FLIGHT COMPUTER	FAILED COCKPIT		10/8/97 CA971021017
	(CAN) IMMEDIATELY AFTER TAKEOFF AUTO THROTTLE FLIGHT MESSAGE. ALSO LOST AUTO PILOT, AUTO THROTTLE, FLIGHT DIRECTOR, AUTO PILOT NOT AVAILABLE, NO SPEED TARGET, FLIGHT MODE ANNUNCIATOR BLANK, AIRCRAFT RETURNED TO BASE. MAINTENANCE ACTION INVOLVED REPACKING FLIGHT CONTROL PRIMARY AND SECONDARY COMPUTERS NR1 & NR2 RESET FLIGHT MANAGEMENT GUIDANCE AND ENVELOPE COMPUTER AND FLIGHT CONTROL UNIT CIRCUIT BREAKERS. CENTRALIZED FAULT DISPLAY SYSTEM CHECK SERVICEABLE.								
2750		BAC 146300A	LYC ALF502R5			RESOLVER 676101258	OUT OF ADJUST TE FLAP CONTROL		5/28/97 AU970632
	(AUS) GREEN SYSTEM FLAP CONTROL UNIT RESOLVER OUT OF ADJUSTMENT - LH FLAP ASYMMETRY BRAKE SOLENOID SHORT CIRCUIT								
7250		BAC 146100A	LYC ALF502R5			BEARING	FAILED TURBINE SECTION		5/14/97 AU970493
	(AUS) ENGINE OIL PRESSURE LOSS - SUSPECT NO4/5 BEARING FAILURE								
3234		BEECH 1900C	PWA PT6A65B			CIRCUIT BOARD	FAULTY GEAR SELECTOR		5/9/97 AU970522
	(AUS) LANDING GEAR PRINTED CIRCUIT BOARD FAULTY								
3242		BEECH 1900C	PWA PT6A65B			O-RING	FAULTY LT BRAKE		5/8/97 AU970519
	(AUS) LH BRAKE SYSTEM FLUID LOSS - SUSPECT CAUSED BY BRAKE BODY INLET FITTING 'O' RING SEAL								
3242		BEECH 1900C	PWA PT6A65B			ADAPTER 9535088	LOOSE LT INB BRAKE		5/12/97 AU970523
	(AUS) LH INBOARD BRAKE UNIT ADAPTER LOOSE - LOSS OF BRAKE FLUID - PERSONNEL/MAINTENANCE ERROR								

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3320		BEECH 1900C	PWA PT6A65B		M2275920	HARNES M2275916	BURNT PASSENGER COMPAR		5/30/97 AU970617
(AUS) CABIN READING LIGHT HARNES WIRES BURNT - WIRES WERE CHAFING ON CABIN ROOF PANELS DUE TO INADEQUATE SECURITY AND PROTECTION OF THE HARNES									
3421		BEECH 1900D	PWA PT6A67D	HARTZL HCE4A3A	COLLINS EFD84	EADI 6229681001	FAILED ATT & DIR GYRO		4/29/97 AU970518
(AUS) CAPTAINS ELECTRONIC ATTITUDE DIRECTION INDICATOR (EADI) FAILED DUE TO INTERNAL FAULT									
7414		BEECH C23	LYC O360A4K		SLICK 4370	ROTOR M3548	BROKEN ENG MAG CAM	592	10/10/97 CA971021016
(CAN) AFTER STARTING THE ENGINES, A CHECK OF THE MAGNETOS REVEALED THE RIGHT HAND MAGNETO WAS DEAD. THE AIRCRAFT WAS TAKEN TO MAINTENANCE AND THE TECHNICIAN FOUND THE CAM BROKEN.									
2722		BOEING 727171C	PWA JT8D7A			ACTUATOR IU1087	CHAFING RUDDER STDBY		10/9/94 CA941025001
(CAN) THE RUDDER STANDBY ACTUATOR INPUT ARM WAS CHAFING ON THE AIRCRAFT STRUCTURE THUS RESULTING IN A POSSIBLE BINDING SITUATION.									
2780		BOEING 727171C	PWA JT8D7A		BOEING 65319467	SEAL 65319467	LEAKING LE FLAP VALVE		10/7/97 CA971015034
(CAN) LEADING EDGE DEVICE SELECTOR VALVE LEAKING BEYOND LIMITS. REPLACED.									
2782		BOEING 727171C	PWA JT8D7A			ACTUATOR 1U11032	LEAKING NR 4 LE SLAT		10/10/94 CA941025002
(CAN) NR4 LEADING EDGE SLAT ACTUATOR LEAKING FLUID FROM THE RAM SEALS.									
3010		BOEING 727171C	PWA JT8D7A			VALVE F61C0058M1	LEAKING LT WING TAI		10/9/97 CA971015038
(CAN) LEFT HAND WING TAI VALVE LEAKING ALLOWING HOT AIR TO BYPASS WHEN CLOSED.									
3020		BOEING 727171C	PWA JT8D7A			VALVE 320115	MALFUNCTIONED NR 1 ENG AI		10/9/94 CA941025003
(CAN) NR1 ENGINE NOSE COWL ANTI-ICE SHUTOFF VALVE WOULD NOT GO TO FULL OPEN CLUTCHES SLIPPING.									
3230		BOEING 727171C	PWA JT8D7A		BOEING 651781011	ROD END BEARING 651781011	LOOSE NLG LK ACTUATOR		10/9/97 CA971015037
(CAN) NOSE LANDING GEAR LOCK ACTUATOR ROD END BEARING LOOSE. ACTUATOR REPLACED.									
3414		BOEING 727233	PWA JT8D15		LEARSIEGLER 10609223	INDICATOR 10609223	ERROR COCKPIT		10/11/97 CA971028001
(CAN) AIR SPEED INDICATOR (ASI) INDICATED 20 KNOTS VARIANCE FROM THE NR1 POSITION ASI, REPLACED.									
5260		BOEING 727171C	PWA JT8D7A		BOEING 65178132	LOCK 65178132	LEAKING AIR STAIR		10/7/97 CA971015033
(CAN) AIRSTAIR LOCK ACTUATOR LEAKING. REPLACED.									
7240		BOEING 727277	PWA JT8D15			COMBUSTOR	HOLED NR 1 ENG		4/5/97 AU970490
*****	(AUS) NO1 ENGINE NO9 COMBUSTION CAN BURNT THROUGH AT FUEL NOZZLE NUTFACE. FOUND DURING BOROSCOPE INSPECTION. INVESTIGATION FOUND THAT THE PROBLEM WAS CAUSED BY DISCREPANCIES IN THE OVERHAUL OF THE FUEL NOZZLE ASSEMBLIES. PERSONNEL/MAINTENANCE ERROR.								

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7412		BOEING 7271A0	PWA JT8D7			IGNITION EXCITER 103538754	SHORTED NR2 ENGINE		10/9/94 CA941025004
(CAN) DURING MAINTENANCE INSPECTION A SHORT TO GROUND OF ONE HIGH TENSION OUTPUT FROM THE NR2 ENGINE IGNITION EXCITER WAS FOUND. THE IGNITION UNIT WAS CHANGED & THE SYSTEM TESTED NORMAL									
7500		BOEING 727171C	PWA JT8D7A		BOEING 69253011	FLANGE 69253011	CRACKED BLEED DUCT		10/7/97 CA971015035
(CAN) BLEED AIR DUCT CRACKED AT FLANGE. REPLACED.									
7500		BOEING 727171C	PWA JT8D7A		BOEING 65322481	DUCT 65322481	CRACKED BLEED DUCT		10/7/97 CA971015036
(CAN) BLEED AIR DUCT CRACKED AT FLANGE. REPLACED.									
8012		BOEING 727171C	PWA JT8D7A		ALLIED SIGNA 97925431	START VALVE 97925431	HOLE NR 2 ENGINE		10/2/97 CA971015031
(CAN) NR2 ENGINE START VALVE HAS HOLE IN BODY. REPLACED.									
2170		BOEING 737377				COALESCER BAG 1808494	DIRTY HUMIDITY CONTROL		3/19/97 AU970498
(AUS) LH AIRCONDITIONING PACK WATER SEPARATOR COALESCER BAG DIRTY									
2330		BOEING 737376				CONTROL UNIT 7430213003	FAULTY ENTERTAIN SYS		5/28/97 AU970633
(AUS) VIDEO SYSTEM CONTROL UNIT FAULTY - UNIT SMOKING WITH ACCOMPANYING SMELL									
2410		BOEING 737217	PWA JT8D17			CSD 699647C	OVERTEMP NR1 ENGINE	29297 22610	9/30/94 CA941024109
(CAN) NR1 ENGINE CONSTANT SPEED DRIVE (CSD) LOW OIL PRESSURE LIGHT CAME "ON". CSD DISCONNECTED AFTER ESTABLISHING ELECTRICAL POWER ON APU GENERATOR. APU SHUTDOWN DUE TO OVERTEMP, AIRCRAFT RETURNED FOR REPAIR. NR1 ENGINE CSD REPLACED.									
2742		BOEING 737217	PWA JT8D9		BOEING 654997010	ACTUATOR 654997010	CORRODED STAB		9/19/94 CA941024105
(CAN) DURING RIGGING EXCESSIVE FORCE REQUIRED TO BREAK AWAY AT NOSE UP STOPS POSITION. EXTENSIVE RUST ON INTERNAL COMPONENTS.									
2750		BOEING 73733A				SEAL 5701831	DAMAGED TE FLAP CONTROL		5/18/97 AU970639
(AUS) TRAILING EDGE FLAPS NO4 JACKSCREW BALLNUT FELT SEALS DAMAGED ALLOWING WATER INGRESS									
2760		BOEING 737376				CABLE 2732513	FAILED DRAG CONTROL SYS		5/20/97 AU970634
(AUS) GROUND SPOILER CABLE FAILED									
2913		BOEING 737377				BEARING 21830	FAILED HYDRAULIC PUMP	8029	4/9/97 AU970499
(AUS) HYDRAULIC 'B' SYSTEM ELECTRIC PUMP TRUNNION BEARINGS FAILED.DAMAGE CAUSED TO PUMP ROTATING GROUP, PUMP HOUSING AND ELECTRIC MOTOR.									
3242		BOEING 737242C	PWA JT8D9			BRAKE STATOR 26010424	CRACKED NR 2 BRAKE		9/28/94 CA941024101
(CAN) NR2 BRAKE WORN TO LIMITS ON TEARDOWN. ONE BRAKE STATOR PLATE FOUND IN THREE PIECES CRACKED THROUGH EXISTING STOP DRILL HOLES.									

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3442		BOEING 7372L9	PWA JT8D17			TRANSCEIVER M15851611	ERRATIC RADAR		5/19/94 CA941024112
(CAN) SEVERAL TIMES DURING FLIGHT RADAR TRIPPED OFF WITH ANT ANNUNCIATOR ON SCOPE.									
5312		BOEING 737377				WEB	CRACKED FUSELAGE		5/5/97 AU970641
(AUS) FORWARD PRESSURE BULKHEAD WEB CONTAINED THREE CRACKS IN AREA BELOW THE RADAR SCANNING MOUNTING BRACKETS - TWO CRACKS LOCATED AT LBL 5.7 - ONE CRACK LOCATED AT RBL 5.7 - CRACK LENGTHS 10MM(0.393IN) - FOUND DURING EDDY CURRENT INSPECTION IAW ER B73-53-10-39A									
5312		BOEING 737377				BULKHEAD	CRACKED FUSELAGE		4/7/97 AU970637
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN THE FOLLOWING AREAS:-1. FORWARD FACE OF BULKHEAD WEB CONTAINED THREE CRACKS IN AREA BELOW RADAR SCANNING MOUNTING BRACKETS AT RBL 5.7 - CRACK LENGTHS 15MM (0.59IN) - 14MM (0.55IN) AND 3MM (0.118IN) - FOUND USING ULTRASONIC TECHNIQUE 2. AFT FACE OF BULKHEAD LEFT VERTICAL CHORD INBOARD RADIUS CRACKED AT LB 5.7 - CRACK LENGTH 22MM (0.866IN) - FOUND USING EDDY CURRENT TECHNIQUE FOUND DURING INSPECTION IAW ER B73-53-10-39									
5312		BOEING 737377				BULKHEAD	CRACKED FUSELAGE		5/13/97 AU970544
(AUS) FORWARD PRESSURE BULKHEAD CRACKED AT SIDE CHORD RADIUS LH SIDE AT WL207 - CRACK LENGTH APPROXIMATELY 76.2MM (3IN)									
5314		BOEING 737242C	PWA JT8D9			KEEL BEAM ANGLE 65621251	CORRODED BS 540		9/12/94 CA941024104
(CAN) FUSELAGE SKIN AT STN 540 AT WL 148.5 FORWARD END OF AIR CONDITIONING DOORS SKIN BULGED .5 APPROXIMATELY CORROSION BOTH LH/RH KEEL BEAM ANGLES CORROSION REMOVED 1 INCH CRACK STN 540.									
5320		BOEING 737377				SEAL BOE20030031	DAMAGED FUSELAGE		5/24/97 AU970638
(AUS) APU PNEUMATIC DUCT SEAL IN AFT PRESSURE BULKHEAD TORN.									
5755		BOEING 73733A	GE CFM563B1			FITTING 65671868	FRACTURED SPOILER		1/31/97 AU970635
(AUS) NO5 GROUND SPOILER PANEL OUTBOARD ACTUATOR HINGE BRACKET BROKEN ACROSS THE HINGE ATTACHMENT BEARING LUG									
7722		BOEING 737296	PWA JT8D9			INDICATOR SELOC19G	ERRATIC ENGINE EGT		9/15/94 CA941024108
(CAN) CLIMB THROUGH 19,000 FT. NR2 ENGINE EGT RISING THROUGH 630 DEGREES. THRUST LEVER RETARDED TO 1.48 EPR. EGT 500 DEGREES C. ALL OTHER PARAMETERS NORMAL. EGT GAU DRIFTING.									
2510		BOEING 747238B			3A020004107	PIN	OUT OF ADJUST FLIGHT COMPARTME		5/27/97 AU970621
(AUS) FIRST OFFICERS SEAT ADJUSTMENT LOCKING PIN ENGAGING IN SEAT TRACK BY ONLY 3MM (0.118IN)									
2612		BOEING 747438			RROYCE	WARNING SYSTEM	FAULTY NR 2 ENG		4/18/97 AU970525
(AUS) NO2 ENGINE FIRE WARNING - NO EVIDENCE OF FIRE - BOTH FIRE BOTTLES DISCHARGED									
2710		BOEING 747475				POWER CNTL UNIT 31701206	DEFECTIVE RT AIL PCU		9/3/94 CA941024103
(CAN) DURING FLIGHT NO.4 HYDRAULIC QUANTITY DROPPED TO .23%. TANK TOPPED UP ENGINE DRY MOTOR NO LEAKS. HYDRAULIC FLUID TRANSFERING FROM NO.4 TO NO.2 SYSTEM THROUGH RH INBOARD AILERON PCU.									

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2780		BOEING 747238B				LINK 65B151721	BROKEN LE FLAP CONTROL		4/13/97 AU970526
(AUS) VARIABLE CAMBER LEADING EDGE FLAP LINK BROKEN - BROKEN LINK HAD IN TURN BROKEN A LEADING EDGE SUPPORT STRUCTURE BEAM AND ALSO PENETRATED AND CRACKED THE LOWER FIBREGLASS FIXED PANEL PNO 65B10873-28 - CRACK LENGTH 762MM (30IN)									
2910		BOEING 747133	PWA JT9D7			LINE ASSEMBLY	LEAKING RT WING FLAP		9/25/97 CA971031012
(CAN) AFTER TAKEOFF NR1 HYDRAULIC SYSTEM LOW QUANTITY LIGHT CAME ON. TOTAL LOSS OF FLUID. UNABLE TO RETRACT GEAR. SPLIT FLAP INDICATION HYDRAULIC LEAK OR LOSS CHECKLIST NR1 SYSTEM COMPLETED. AIRCRAFT LANDED OVERWEIGHT. HYDRAULIC RETURN LINE PUNCTURED ON RIGHT HAND WING INBOARD WINGTRAILING EDGE FLAP POWERDRIVE UNIT. NEW LINE INSTALLED.									
3213		BOEING 747238B				BOLT	LOOSE MAIN GEAR		5/25/97 AU970573
(AUS) NO1 AND NO14 MAIN LANDING GEAR WHEEL AXLE NUT SAFETY BOLTS (ONE OF TWO PER WHEEL) LOOSE - WHEEL HUB CAPS HAD BROKEN ATTACHMENT LUGS									
3244		BOEING 747133	PWA JT9D7		BENDIX 303000213	TIRE	BLOWN MLG NR 11		9/21/97 CA971016015
(CAN) DURING TAKEOFF NR 11 TIRE BLEW LEAVING RUBBER ON RUNWAY. DURING TAXI BLEW NR 12 TIRE. REPLACED NR 11 AND NR 12 WHEEL ASSEMBLIES AND BRAKE ASSEMBLIES.									
5315		BOEING 747238B				WEB	CRACKED FUSELAGE		5/17/97 AU970570
(AUS) UPPER DECK FLOOR BEAM UPPER WEB AT RBL63 CRACKED THROUGH FOUR FASTENER HOLES - CRACK LENGTH 127MM (5IN) - FOUND DURING INSPECTION IAW ENGINEERING DIRECTIVE 28/97 REVISION1									
5315		BOEING 747338				BEAM	CRACKED FUSELAGE		5/6/97 AU970568
(AUS) UPPER DECK FLOOR BEAM AT BS 330 CRACKED ON LH AND RH SIDES - LH SIDE CRACK LENGTH 41.2MM (1.625IN) - CRACK LENGTH RH SIDE 76.2MM(3IN) - FLOOR BEAM HAD NOT BEEN MODIFIED IAW ENGINEERING ORDER15672 - AREA IS PART OF SECTION 41									
5315		BOEING 747338				CHORD	CRACKED FUSELAGE		5/10/97 AU970569
(AUS) UPPER DECK CHORD AT LBL 60 CRACKED - FOUND DURING REPAIR OF FLOOR BEAM FOUND IN MDR 97/0568									
5315		BOEING 747SP38				WEB	CRACKED FUSELAGE		5/26/97 AU970574
(AUS) FLOOR BEAM WEB AND CHORD CRACKED IN AREA AT BS330/RBL60.31 -WEB CRACK LENGTH 50.8MM (2IN) EXTENDING THROUGH TWO FASTENER HOLES - CHORD CRACKED FROM FASTENER HOLES IN THREE AREAS - CRACK LENGTHS 0.508MM (0.020IN), 1.016MM (0.040IN) AND 6.350MM (0.25IN) - FOUND DURING INSPECTION IAW ED 28/97									
5414		BOEING 747433	PWA PW4056			DOOR 314T40233	MISSING ANTI-ICE LOUVER		9/27/94 CA941021511
(CAN) NR4 ENGINE THERMAL ANTI-ICE LOUVER DOOR MISSING.									
5551		BOEING 747312				FITTING 65B035632	DAMAGED HORIZONTAL STAB		4/24/97 AU970496
(AUS) LH HORIZONTAL STABILISER HINGE FITTING GOUGED ON INBOARD SURFACE- INVESTIGATION FOUND THAT THE HINGE BEARING RETAINER HAD ROTATED THROUGH APPROXIMATELY 90 DEGREES CAUSING THE DAMAGE - THE GOUGE WAS APPROXIMATELY 2.54MM (0.100IN) DEEP BY 12.7MM (0.5IN) WIDE THROUGH A 90 DEGREE ARC - THE BORE OF THE FITTING HOUSING THE BEARING SLEEVE HAD 0.1524MM (0.006IN) OVALITY									

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5711		BOEING 747133	PWA JT9D7			SPAR	CORRODED BS 1241	59401	10/9/94 CA941021520
(CAN) CENTRE WING REAR SPAR WEB HAS CORROSION & DEEP EXFOLIATION CORROSION AT BS 1241. ADJACENT TO UPPER SPAR CAP AT WL 138, RBL 3 & RBL 78 RH WHEEL WELL ALSO AT LBL 3 & WL 138 LH WHEEL WELL.									
5730		BOEING 747133	PWA JT9D7			PANELS 65B108604	DAMAGED RT WING LE	68048	9/28/97 CA971021018
(CAN) RIGHT HAND WING LEADING EDGE PANELS DAMAGED INBOARD OF NR3 ENGINE. DUCT CLAMP IN RIGHT HAND WING LEADING EDGE FAILED CAUSING DAMAGE TO LEADING EDGE PANEL. PANELS REPAIRED, CLAMP REPLACED.									
7532		BOEING 75723A	RROYCE RB211535E4			VALVE	FAULTY HIGH STAGE		10/20/97 CA971028008
(CAN) AIRCRAFT REJECTED TAKEOFF DUE TO HIGH STAGE VALVE MESSAGE DURING TAKEOFF RUN. HIGH STAGE VALVE REPLACED									
2530		BOEING 767233	PWA JT9D7R4D			SWITCH MS3505823	SHORTED GALLEY		10/10/97 CA971031015
(CAN) FLIGHT ATTENDANT RECEIVED SHOCK FROM CHILLER SWITCH. REPLACED.									
2530		BOEING 767233	PWA JT9D7R4D			FILTER	SMOKING GALLEY CHILLER		9/26/94 CA941021515
(CAN) SMOKE COMING FROM AFT LH GALLEY UTILITY BUSES SWITCH. CHILLER CONTAINER & WORK LIGHT BALLAST AT FAULT									
2565		BOEING 767338				SLIDE 101651303	FAILED ESCAPE SLIDE		5/13/97 AU970571
(AUS) DOOR L1 ESCAPE SLIDE INADVERTENTLY DEPLOYED - SLIDE WOULD NOT INFLATE									
2842		BOEING 767233	PWA JT9D7R4D			PROCESSOR HG1057AA06	INTERMITTENT FUEL QTY		9/25/94 CA941021510
(CAN) AT CRUISE ALL FUEL INDICATIONS WENT BLANK LATER LH & RH FUEL INDICATION RETURNED TO NORMAL ON LANDING. CENTRE TANK & TOTAL FUEL INDICATION RETURNED TO ERRONEOUS READINGS.									
2910		BOEING 767233	PWA JT9D7R4D			LINE	CHAFED LT HYD SYS		9/18/97 CA971016005
(CAN) LEFT HAND HYDRAULIC SYSTEM QUANTITY LOST WITH LOSS OF SYSTEM PRESSURE. AIRCRAFT RETURNED. FOUND ENGINE DRIVEN PUMP PRESSURE LINE CHAFED THROUGH ON PNEUMATIC DUCT. REPLACED.									
5753		BOEING 767338				BOLT BACB30MR8	BROKEN TE FLAP		4/29/97 AU970566
(AUS) RH OUTBOARD TRAILING EDGE FLAP BOLT BROKEN - FOUND DURING INSPECTION IAW ENGINEERING DIRECTIVE ED 19/97									
2435		BRAERO HS7482A			LUCAS C5104	BRUSHES N131858	WORN ENG STARTER		10/20/97 3755 CA971027004
(CAN) WHEN NR1 ENGINE START INITIATED, START BUTTON WOULD NOT HOLD ENGAGED AND STARTER WOULD NOT ROTATE ENGINE. INSPECTION OF STARTER FOUND THE BRUSHES BADLY WORN. UNIT HAS BEEN SENT FOR OVERHAUL. TBO FOR STARTER IS 6000 HOURS									
3243		CESSNA 172P			CESSNA	PISTON 98820125	BROKEN BRAKE CYLINDER	5310	10/18/94 CA941025014
(CAN) PISTON OF BRAKE MASTER CYLINDER FOUND BROKEN WHERE PISTON END ATTACHES TO RUDDER PEDAL.									

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5511		CESSNA U206F	CONT IO520F	MCAULY D3A32C90	CESSNA 123260026	BRACKET 12321391	CRACKED STAB SPAR	6224	7/20/97 CA971028005
(CAN) NUMEROUS CRACKS FOUND ON BRACKET DURING THE INSPECTION, ALSO FOUND THE RIB (P/N 1232108-1) LOCATED IN THE SAME AREA WAS CRACKED. THE BRACKET (P/N 1232139-1) IS RIVETED TO THE STABILIZER REAR SPAR AND WAS FOUND CRACKED ALONG A BEND AND LEFT THE RIVETED PORTION ON THE SPAR. THE BRACKET WHICH CONTAINS THE ELEVATOR TRIM ACTUATOR WAS NOW ONLY SECURED TO THE STABILIZER AT ONE POINT. THE TORQUE APPLIED BY THE CHAIN ACTING ON THE ACTUATOR ALLOWED THE ACTUATOR TO BECOME MISALIGNED AND SENT UP A VIBRATION.									
5742		CESSNA U206F	CONT IO520F	MCAULY D3A32C90		BRACKET	CRACKED ENG PYLON MT		10/2/97 CA971028006
(CAN) THE FOLLOWING BRACKETS AND CHANNELS WHICH ARE PART OF THE ENGINE MOUNT PYLON WERE FOUND TO CONTAIN CRACKS: BRACKET P/N 1213433-20, 1213433-21, CHANNELS 1213433-19, 1213433-14 AND 1213433-15.									
2150		CESSNA 550	PWA JT15D4			VALVE 7547512	DAMAGED ACM BYPASS	1150	10/13/94 CA941025013
(CAN) PILOTS COULD NOT CONTROL HEAT IN EITHER MANUAL OR AUTO MODE. HOT AIR ONLY COMING OUT. INSP. FOUND AIR CYCLE MACHINE BYPASS VALVE IN OPEN POSITION. WATER HAD DAMAGED CIRCUIT BOARD OF VALVE.									
2750		CNDAIR CL6002B19	GE CF343A		EEMCO	POWER DRIVE UNIT 865D1007	FAILED FLAP	5272	10/1/97 CA971021020
(CAN) ON APPROACH, CREW SELECTED 8 DEGREE FLAP, FAIL MESSAGE CAME ON ENGINE INDICATING AND CREW ALERTING SYSTEM AT 0 DEGREE FLAPS. LANDED FLAPLESS. POWER DRIVE UNIT REPLACED.									
2612		CVAC 340CVAC	ALLSN 501D13			ELEMENT 355900	HIGH RESISTANCE ZONE 2 NR1 ENG	1258	10/14/97 CA971021008
(CAN) DURING FLIGHT FIRE WARNING FOR NR1 ENGINE ZONE 2 CAME ON. PRECAUTIONARY SHUT DOWN OF NR1 ENGINE CARRIED OUT AND BOTH LEFT HAND FIRE BOTTLES DISCHARGED. SUBSEQUENT MAINTENANCE ACTION FOUND FIRE SENSE ELEMENT AT FAULT. ELEMENT AND DISCHARGED FIRE BOTTLES REPLACED.									
7310		DHAV DHC2MK3	PWA PT6A27		BENDIX 3244786	LINE 3011849	CRACKED FUEL BY PASS		10/14/97 CA971031016
(CAN) THE FUEL BYPASS LINE FROM THE FUEL CONTROL UNIT TO THE START CONTROL VALVE WAS FOUND CRACKED AT THE FURL, WHERE THE FURL ATTACHES TO THE LINE ON THE START CONTROL VALVE.									
2731		DHAV DHC3	PWA PT6A135		DHAV C3TE1106	SERVO TAB C3TE1312	BROKEN ELEV		10/13/97 CA971125005
(CAN) IN CRUISE WHEN PILOT NOTED VIBRATION WITH CONTROL STICK. VIBRATION BECAME MORE VIOLENT AND HE SLOWED AIRCRAFT. VIBRATION DID NOT GO AWAY, BUT WAS LESS VIOLENT. AIRCRAFT LANDED OK. IT APPEARS THAT THE ARM THAT CONNECTS TO CONTROL ROD BECAME DETACHED FROM THE SERVO TAB ALLOWING THE TAB TO FLAP VIOLENTLY. IT THEN BROKE INTO PIECES. THE ELEVATOR INTERMEDIATE SPAR BROKE IN 4 PIECES. THE TOP SKIN STARTED TO PULL AWAY FROM REAR TAB HINGE SPAR AND INTERMEDIATE SPAR. SUBMITTER NOTES THAT IF FLIGHT HAD CONTINUED MUCH LONGER THE ELEVATOR WOULD HAVE COME COMPLETELY APART.									
2750		DHAV DHC3	PWA R134051			BOLT AN17434	BROKEN RT FLAP		10/27/94 CA941027302
(CAN) AFTER TAKEOFF THE AIRCRAFT WANTED TO ROLL TO THE RIGHT CORRECTED WITHAILERONS WITH FLAP UP HEAVY WING DID NOT EXIST AT ALTITUDE FLAPS LOWERED HEAVY WING PERSISTED ON LANDING AS AIRSPEED DECREASED MORE RHAILERON REQUIRED LANDED OK BROKEN BOLT RH BELLCRANK ASSY.									
2820		DHAV DHC6200	PWA PT6A20	HARTZL HCB3TN3		HOSE 60100010D0144	LEAKING WING STRUT		10/27/94 CA941027301
(CAN) FUEL DRIPPING FROM LOWER END OF WING STRUT. MAIN FUEL DELIVERY HOSE LEAKING HOSE AEROSQUIP 601 CODE A2Q89.									

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3416		DHAV DHC6300	PWA PT6A27		AEROSONIC	ALTIMETER 10173501455	STUCK COPILOT		8/30/97 CA971021022
(CAN) DURING CLIMB THE CREW NOTICED THAT THE COPILOTS ALTIMETER WAS STILL READING 100 FEET. MOVING THE PRESSURE ALTITUDE SETTING DID NOT DO ANYTHING. ALTIMETER REPLACED AND SENT FOR STRIP DOWN AS IT HAD ONLY BEEN IN AIRCRAFT FOR 37 DAYS.									
2431		DHAV DHC8102	PWA PW120A	HAMSTD	WESTON 522487	INDICATOR 522487	BURNT BATTERY TEMP		10/14/94 CA941024006
(CAN) DO NOT TEST ALWAYS INDICATES MAIN BATTERY & AUXILIARY BATTERY HOT. SMELLS BURNT. POST MOD B 522-487-24-01.									
2710		DHAV DHC8301	PWA PW123			ROLL CONTROL 82710151003	DISCONNECTED AILERON	18269	10/13/97 CA971024005
(CAN) ON LANDING THE CREW REPORTED THAT THE ROLL CONTROL DISCONNECTED, THEN WITH OPPOSITE DIRECTION INPUT, RECONNECTED WITH NO FURTHER INCIDENT. SB 8-27-79 PT. 3 COMPLETED AGAIN, NO FAULTS FOUND WITH THE EXCEPTION OF A SMALL AMOUNT OF GREASE ON THE CLUTCH PLATE. AD IN DRAFT FORM AT THIS TIME.									
2910		DHAV DHC8301	PWA PW123			HYDRAULIC LINE 82970010443	CRACKED LT NACELLE	17599	10/5/97 CA971024006
(CAN) HYDRAULIC LINE FOUND CRACKED AT THE BANJO FITTING END. LINE LOCATED IN L/H NACELLE OUTBOARD.									
3120		DHAV DHC8102	PWA PW120A			CLOCK 73910193001	SHORTED PILOT SIDE	19218	10/8/97 CA971024007
(CAN) CLOCK FAILED WITH SHORT. SHORT IN CLOCK CAUSED W.O.W. CAUTION LIGHT. ALSO ROLL SPOILERS DID NOT DEPLOY ON TOUCHDOWN. PROBLEM BEING INVESTIGATED BY DE HAVILLAND.									
3230		DHAV DHC8102	PWA PW120A		83210001	PSEU 841005	FAILED LT MLG	13554	9/30/97 CA971020004
(CAN) LEFT GEAR NOT RETRACTING PROPERLY. INSPECTION FOUND NO FAULTS. PSEU SENT TO ELDEC FOR CHECK AS THIS PARTICULAR UNIT HAD A HISTORY OF DIFFICULTIES. MORE INFO TO FOLLOW.									
3230		DHAV DHC8301	PWA PW123			LINE DSC252B40124	LEAKING NR2 HYDRAULIC		9/27/97 CA971006005
(CAN) SHORTLY AFTER DEPARTING, WHEN LANDING GEAR SELECTED UP THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF HYDRAULIC PRESSURE AND FLUID FROM THE NR2 HYDRAULIC SYSTEM. GEAR HAD PARTIALLY RETRACTED WITH ONE GEAR UP AND TWO STILL DOWN. ALTERNATE GEAR EXTENSION USED TO LOWER THE GEAR DOWN AND AIRCRAFT RETURNED TO LAND. INSPECTION FOUND THE NOSE GEAR DRAG STRUT HYDRAULIC LINE LEAKING. REPLACED.									
3242		DHAV DHC8*			BFGOODRICH 214665	HOUSING 2661943	CRACKED BRAKE	12716	8/26/97 CA971031019
(CAN) LIQUID PENETRANT AND EDDY CURRENT INSPECTION WERE COMPLETED ON DHC8 BRAKE HOUSINGS IN ACCORDANCE WITH BF GOODRICH COMPONENT MAINTENANCE MANUAL (CMM). ON THIS S/N 3 PISTON CAVITIES WERE FOUND CRACKED JUST BELOW THE INLET AND BLEEDER PORTS. DATE OF MANUFACTURE IS JANUARY 1985.									
3310		DHAV DHC8311	PWA PW123			CONTROL UNIT 119743	BURNT COCKPIT LIGHTS		10/2/97 CA971020001
(CAN) SMOKE SMELL IN COCKPIT. CREW DID NOT SEE ANY SMOKE BUT INDICATED THEY COULD SMELL IT. MAINTENANCE FOUND A BURNT TRANSISTOR ON THE PRINTED CIRCUIT BOARD OF THE COCKPIT ADVISORY LIGHT CONTROL UNIT.									
5210		DHAV DHC8311	PWA PW123		85210165001	ANGLE 85321291101	LOOSE ENTRY DOOR	14332	10/22/97 CA971028010
(CAN) MAIN ENTRANCE DOOR COUNTER BALANCE MECHANISM SUPPORT BRACKET ANGLE FORWARD RIVET FOUND SHEARED. THIS ANGLE HAS ONLY 2 RIVETS. PLAY HAD BEEN FOUND IN THE COUNTER BALANCE MECHANISM.									

***** DENOTES SIGNIFICANT OCCURRENCE

INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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5230		DHAV DHC8301	PWA PW123		85230310001	BRACKET 85230480104	CRACKED BAG DOOR CABLE	18246	10/13/97 CA971021006
(CAN) DURING REPLACEMENT OF BAGGAGE DOOR CABLE, FOUND THE PULLEY ATTACH BRACKET CRACKED.									
7200		DHAV DHC8301	PWA PW123			ENGINE	LOSING OIL NR 2 POSITION		9/19/97 CA971020002
(CAN) DURING FLIGHT THE AIRCRAFT EXPERIENCED SMOKE IN THE CABIN WHEN THE NR2 ENGINE BLEED AIR WAS SELECTED ON. WHEN THE BLEED AIR WAS SELECTED OFF THE SMOKE DISSIPATED. UPON LANDING INSPECTION FOUND THE OIL QUANTITY OF NR2 ENGINE 7 QUARTS LOW, WITH A MAJOR OIL LEAK EVIDENT. THE ENGINE AS REPLACED.									
7210		DHAV DHC8*	PWA PW120A			INPUT PINION 312005001	SPALLED REDUCTION GEARBX	7394	9/26/97 CA971016018
(CAN) RGB SENT FOR INVEST. AFTER A SPALLED INPUT PINION WAS FOUND DURING A BORESCOPE INSP FOLLOWING AN OVERTORQUE OF 170 PCT.DAMAGE CONFIRMED TO- INPUT PINION TEETH,THIS WAS ACCOMPANIED B Y FROSTING A SPALLING OF- TEETH OF BOTH 1ST STAGE HELICAL GEARS.3 NUTS FOUND LOOSE.2 KEYWASHERS FOUND CRACKED & BOTH LAYSHAFT NUTS WERE FINGER TIGHT.HEAVY IMPACT DAMAGE ALSO DISCOVERED ON #15 BEARING & S PALLING ON 1ST STAGE GEARS IS FAIRLY TYPICAL OF 1ST STAGE GEAR TOOTH DAMAGE EVEN IN RGB'S NOT EXPOSED TO HIGH TORQUENO IND. THAT DAMAGE WAS RELATED TO OVERTORQUELOOSE NUTS & CRACKED WASHERS ARE INDICATIVE OF LONG TERM VIBRATION PROBLEMS CAUSED BY LOOSE GEARS.P&W HAVE RELEASED A MOD TO-IR COMPONENTS WHICH INCORPORATE STIFFER G									
2810		DIAMON DA20A1				DIPSTICK 2012000200	BRITTLE ENG FUEL TANK		10/14/97 CA971021009
(CAN) FUEL DIPSTICK MADE OF PLASTIC, FOUND TO REACT WITH AUTOMOTIVE FUEL (MOGAS). SUBMITTER STATES THAT PLASTIC BECOMES BRITTLE AND COULD POSSIBLY BREAK-OFF AND ENTER THE FUEL TANK.									
2820		DIAMON DA20A1				FUEL LINE EP160BO1BXXCO360	DETERIORATED FUEL PUMP	32	10/24/97 CA971031008
(CAN) THE PILOT HAD A FUEL FLOW WARNING LIGHT ILLUMINATE. AFTER A SUCCESSFUL LANDING, INVESTIGATION FOUND THE FUEL LINE ON THE SWAGE OF THE FUEL PUMP TO BE SWOLLEN AND THE FUEL FLOW RESTRICTED.									
2820		DIAMON DA20A1		STRATOFLEX		FUEL LINE FP160BO1BXXCO360	DETERIORATED FUEL PUMP	118	10/14/97 CA971021010
(CAN) IT WAS NOTED THAT FUEL FLOW THROUGH THE LINE WAS IRREGULAR. THE LINE HAD BEEN DISCONNECTED FROM THE FUEL PUMP. CUTTING THE LINE FOR FURTHER INVESTIGATION SHOWED IT TO HAVE SWOLLEN INSIDE AND THEREBY RESTRICTING FUEL FLOW. SUBMITTER STATES THAT THE AIRCRAFT HAD BEEN USING MOGAS FOR THE PREVIOUS THREE WEEKS.									
2820		DIAMON DA20A1				FUEL LINE FP160BO1BXX	DETERIORATED FUEL PUMP	424	10/24/97 CA971031009
(CAN) AIRCRAFT OPERATING WITH AUTOMOTIVE FUEL (MOGAS). THE FUEL LINE WAS FOUND TO BE SWOLLEN INTERNALLY THEREBY RESTRICTING FLOW.									
3220		DIAMON DA20A1			DIAMON 2032200500	RUBBER DAMPER DIN9835	DELAMINATION NLG DAMPER	385	10/6/97 CA971020014
(CAN) RUBBER DAMPER WAS FOUND TO BE DELAMINATING AND CAUSING THE ROD TO BEND.									
3222		DIAMON DA20A1			DIAMON 2032200016	FORKS 2032200016	CRACKED NOSE WHEEL	419	10/7/97 CA971020012
(CAN) CRACK IN THE FORK WAS FOUND DURING A WALK-AROUND. CRACK IN THE INNER PORTION OF THE WHEEL FORKS.									
8520		DOUG C54A	PWA R20007M2			BEARING 195860	DISINTEGRATED MASTER ROD	351	10/16/97 CA971024001
(CAN) NR2 PROPELLER RPM BEGAN TO INCREASE AND COULD NOT BE CONTROLLED. THE NR2 ENGINE WAS SHUTDOWN. INVESTIGATION BY MAINTENANCE FOUND THE MASTER ROD BEARING FAILED, ALLOWING THE ASSOCIATED PISTONS TO OVER TRAVEL ON BOTH UP AND DOWN STROKES TO THE EXTENT THE PISTONS WERE DAMAGED CAUSING SEVERE METAL CONTAMINATION, WHICH REACHED THE GOVERNOR DISABLING IT.									

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2530		DOUG DC932	PWA JT8D7			HOT CUP	SHORTED GALLEY		10/9/97 CA971031014
(CAN) FLIGHT ATTENDANT RECEIVED ELECTRICAL SHOCK AFTER REMOVING HOT CUP WHEN IT CONTACTED WATER TAP.									
3231		DOUG DC932	PWA JT8D7A			SWITCH	INOPERATIVE RT MAIN LDG DOOR		9/27/94 CA941021512
(CAN) DURING APPROACH RIGHT MAIN LANDING DOOR LIGHT REMAINED ON AFTER LANDING GEAR SELECTED DOWN. LANDING GEAR RECYCLED, LIGHT REMAINED ILLUMINATED. ON TOUCH DOWN DOORS DROPPED OPEN AND CONTACTED RUNWAY. RIGHT MAIN LANDING GEAR DOOR SWITCH STOP ADJUSTED AND SAFETIED AS PER M.M. 32-31-4 PAGE 209. LEFT AND RIGHT DOORS RUB BLOCKS BURNISHED AND PAINTED.									
3231		DOUG DC932	PWA JT8D7A			LINK ASSY 3923161503	CORRODED MLG DOOR		9/19/94 CA941021518
(CAN) THE MAIN LANDING DOOR STRUT LINK ASSEMBLY WAS FOUND TO BE CORRODED ON INSPECTION. CORROSION DIFFICULT TO DETECT AS SURFACE IS PAINTED. NEW LINK ASSEMBLY WAS FABRICATED AS PER DRAWING 3923161-503 AND INSTALLED.									
5312		FOKKER F27MK50				STIFFENER 5215075013	CORRODED FUSELAGE		5/17/97 AU970553
(AUS) REAR PRESSURE BULKHEAD STIFFENER CORRODED									
5312		FOKKER F28MK4000	RROYCE SPEY55515			BULKHEAD	CRACKED FUSELAGE		5/18/97 AU970533
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN THREE PLACES:- 1. REAR SIDE OF FORWARD PRESSURE BULKHEAD WEB AT HORIZONTAL BEAM NO7 LEFT OF BL325L - CRACK LENGTH 76.2MM (3IN) 2. REAR SIDE OF FORWARD PRESSURE BULKHEAD WEB AT HORIZONTAL BEAM NO7 RIGHT OF BL325R - CRACK LENGTH 127MM (5IN) 3. BETWEEN FUSELAGE CENTRELINE AND STRINGER NO3 WHERE THE CIRCUMFERENCE OF THE FORWARD PRESSURE BULKHEAD MEETS THE BOTTOM FUSELAGE SKIN - CRACK LENGTH 107.69MM (4.24IN) CRACKS NO1 AND NO2 WERE FOUND DURING INSPECTION IAW ERF28-53-10-20 - CRACK NO3 FOUND DURING INSPECTION IAW ER									
5312		FOKKER F28MK4000	RROYCE SPEY55515			BULKHEAD	CRACKED FUSELAGE MAIN BU		5/18/97 AU970510
(AUS) FORWARD PRESSURE BULKHEAD CRACKED IN THREE AREAS:-1. FORWARD PRESSURE BULKHEAD REAR SIDE AT HORIZONTAL BEAM 7 LEFT OF BL325L - CRACK LENGTH 76.2MM (3IN) 2. FORWARD PRESSURE BULKHEAD REAR SIDE AT HORIZONTAL BEAM 7 RIGHT OF BL325R - CRACK LENGTH 127MM (5IN) 3. FORWARD PRESSURE BULKHEAD BETWEEN THE FUSELAGE CENTRE LINE AND STRINGER 3 WHERE THE BULKHEAD MEETS THE LOWER FUSELAGE SKIN - CRACK LENGTH 107.6MM (4.24IN) CRACKS 1 AND 2 FOUND DURING INSPECTION IAW ER F28-53-10-20 - CRACK 3 FOUND DURING INSPECTION IAW ER F28-53-10-19F									
6110		FRCHLD SA227DC		MCAULY 4HFR34C652	MCAULY	PROPELLER 4HFR34C652G	FLUCTUATES PROP ASSEMBLY		5/25/97 AU970572
(AUS) PROPELLER CAUSING RPM FLUCTUATIONS - PROPELLER WAS STRIPPED AND INSPECTED WITH NO SATISFACTORY CAUSE OF THE PROBLEM FOUND									
7250		LKHEED 10113853	RROYCE RB211524B402			DRAIN	LEAKING OIL NR 3 ENG CASE	3512	10/19/97 CA971024012
(CAN) OIL WAS LEAKING FROM THE NR3 ENGINE TURBINE CASE DRAIN. NO OIL LEAKAGE IS PERMITTED FROM THAT DRAIN. THE NR3 ENGINE IS BEING REPLACED									
8530		PARTEN P68C	LYC IO360A1B6			CYLINDER LW10925	SCORED NR 2 CYLINDER		10/6/97 559 CA971027009
(CAN) NR2 CYLINDER REMOVED DUE TO LOW COMPRESSION AND THE PISTON SIDE SCORED.									
7414		PIPER PA31350	LYC TIO540J2BD			MAGNETO 1068291013	BURNT POINT CONTACTS		9/23/97 514 CA971021007
(CAN) NR1 ENGINE RUNNING ROUGH IN CRUISE. PRECAUTIONARY SHUTDOWN CARRIED OUT. POST FLIGHT INSPECTION FOUND THE POINTS BURNT AND NOT OPENING. THE MAGNETO WAS REPLACED. DISASSEMBLY OF THE MAGNETO FOUND BOTH BEARINGS WORN, WORN BEARINGS OVERHEATED CAUSING POINT RUB REDUCING GAP.									

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8530		PIPER PA31350	LYC LTIO540J2BD	HARTZL HCE3YR2		CYLINDER CEF40ER	CRACKED EXHAUST PORT	979	10/8/94 CA941025009
(CAN) DURING INSPECTION AN EXHAUST PORT WAS FOUND CRACKED ON A CYLINDER.									
8530		PIPER PA31350	LYC TIO540J2BD			CYLINDER O5K21108	CRACKED NR 2 ENG		10/8/97 CA971031001
(CAN) FIFTEEN MINUTES PRIOR TO LANDING THERE WAS A SLIGHT DROP IN MANIFOLD PRESSURE AND RPM CHANGE ON NR2 ENGINE. ONE MINUTE LATER OIL BEGAN LEAKING FROM THE FRONT OF THE ENGINE FOLLOWED BY A DROP IN OIL PRESSURE. THE ENGINE WAS SHUTDOWN AND SECURED AND THE FLIGHT CARRIED ON TO NEAREST AIRPORT. POST FLIGHT INSPECTION FOUND A CYLINDER CRACKED PERPENDICULAR TO THE COOLING FINS. HOT GASES MELTED AND BENT THE VALVE PUSH ROD.									
2913		PIPER PA34200T	CONT LTSIO360EB		PRESTOLITE 105476	BRUSH ESQ12S	MISINSTALLED HYD POWER PACK	156	10/17/94 CA941025012
(CAN) LDG GEAR DID NOT EXTEND NORMALLY. EMERGENCY SYSTEM USED OK. POWER PACK BRUSH WAS HELD OUT OF PLACE BY ITS CONNECTING WIRE UNDER THE MOTOR TOP COVER PREVENTING PROPER BRUSH SEATING.									
2910		SWRNGN SA226TC	GARRTT TPE3313U			TUBE 2781006367	CRACKED HYDRAULIC		10/11/94 CA941025007
(CAN) AFTER LDG & DURING TAXI, ALL HYDRAULIC CAPABILITY LOST. PRESSURE LINE ON R/H LEADING EDGE HAD A PRESSURE CRACK.									
2910		SWRNGN SA226TC				LINE 2781006069	CHAFED HYDRAULIC		10/13/94 CA941025008
(CAN) HYDRAULIC LINE FOUND CHAFED.									
3246		SWRNGN SA226TC	GARRTT TPE33110UA		311418	BEARING LM29710	FAILED RH NOSE	415	10/17/97 CA971024002
(CAN) GROUND PERSONNEL NOTICED THAT THE RIGHT NOSE WHEEL WAS NOT TURNING. NOSE WHEEL WAS SEVERELY FLAT SPOTTED. INNER BEARING WAS FOUND SEIZED ONTO THE AXLE. WHEEL HAD BEEN INSTALLED JUNE 97 AND LUBRICATED AS PART OF PHASE INSPECTION IN SEPTEMBER 97. SUBMITTER BELIEVES FAILURE DUE TO INADEQUATE LUBRICATION. NIL PREVIOUS FAILURES NOTED BY SBUMITTER. PRESSURE WASHING OF WHEELS MAY LEAD TO LOSS OF GREASE AND TO WATER CONTAMINATION. THIS PRACTICE BEING REVIEWED BY SUBMITTER. SEALS ASSOCIATED WITH WHEEL ASSEMBLIES ONLY PROVIDE LIMITED PROTECTION.									
3246		SWRNGN SA226TC	GARRTT TPE3313UW	HARTZL HCB3TN5	BFGOODRICH	BEARING 13685L	DISINTEGRATED WHEEL/SKI/FLOAT		5/2/97 AU970616
(AUS) LH OUTBOARD WHEEL BEARING CONE DISINTEGRATED - WHEEL SEPARATED FROM AXLE DURING TAKEOFF - WHEEL RETAINING NUT STILL IN PLACE									
5280		SWRNGN SA226TC	GARRTT TPE33110UA			DOOR 2755009065	DAMAGED NOSE	17486	10/17/97 CA971024003
(CAN) ON ARRIVAL BACK AT BASE, CREW NOTIFIED THAT THE NOSE GEAR DID NOT COMPLETELY RETRACT, WITH A NOSE GEAR IN TRANSIT WARNING ON. GEAR CIRCUIT BREAKER PULLED AND RESET. GEAR THEN LOCKED UP. INVESTIGATION FOUND THAT THE LEFT NOSE DOOR WAS DAMAGED AT ABOUT 12 INCHES FROM THE FRONT AS A RESULT OF HAVING CAUGHT THE FUSELAGE NOSE SKIN. BOTH DOORS WERE REMOVED AND LEFT DOOR REPAIRED, AND BOTH DOORS TRIMMED FOR CLEARANCE. THE LEFT NOSE SKIN HAD BEEN PREVIOUSLY REPLACED DUE TO A BIRD STRIKE. AD 90-06-06R1 AND SB SA226-32-055 ADDRESS A SIMILAR PROBLEM OF DOOR CLEARANCE.									
5410		SWRNGN SA226TC	GARRTT TPE33110UA			COLLAR 2735012001	LOOSE LEFT AND RIGHT	28769	12/10/97 CA971210018
(CAN) ON INSP A NO OF FAILED COMPONENTS WERE FOUND IN BOTH WHEEL WELL AREAS. COLLAR P/N27-35012-001 WAS FOUND LOOSE & MOVED WITH FORE & AFT PRESSURE ON LOWER GEAR LEG. P/N27-35011-007(DOUBLER). DUE TO MOVEMENT OF- ABOVE FITTING, FASTENERS THAT ATTACH FITTING TO BACK OF THIS DOUBLER WERE FOUND LOOSE & HOLES WERE BREAKING AWAY AT DIMPLES. P/N27-35011-021(DOUBLER) ATTACH BOLTS THAT ATTACH THIS DOUBLER TO -001 COLLAR WERE LOOSE DUE TO ELONGATED HOLES. DOUBLER ALSO HAD A 1" CRACK. P/N27-35011-013(CHANNEL) WAS CRACKED AT- BOTTOM AFT CORNER APPROX. 2" LONG. IT HAD BEEN PREV REPD. SUBMITTER NOTES THAT FAIRCHILD INSP PROGRAM DOES NOT SPEC INSP THIS AREA.									

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5410		SWRNGN SA226TC	GARRTT TPE33110UA			COLLAR 2735012001	LOOSE LEFT AND RIGHT	31353	11/10/97 CA971128004
(CAN) ON INSP A NO OF FAILED COMPONENTS WERE FOUND IN BOTH WHEEL WELL AREAS. COLLAR P/N27-35012-001 WAS FOUND LOOSE & MOVED WITH FORE & AFT PRESSURE ON LOWER GEAR LEG. P/N27-35011-007(DOUBLER). DUE TO MOVEMENT OF- ABOVE FITTING, FASTENERS THAT ATTACH FITTING TO BACK OF THIS DOUBLER WERE FOUND LOOSE & HOLES WERE BREAKING AWAY AT DIMPLES. P/N27-35011-021(DOUBLER) ATTACH BOLTS THAT ATTACH THIS DOUBLER TO -001 COLLAR WERE LOOSE DUE TO ELONGATED HOLES. DOUBLER ALSO HAD A 1" CRACK. P/N27-35011-013(CHANNEL) WAS CRACKED AT BOTTOM AFT CORNER APPROX 2" LONG. IT HAD BEEN PREV REPD. SUBMITTER NOTES THAT FAIRCHILD INSP PROGRAM DOES NOT SPEC INSP THIS AREA.									
7240		SWRNGN SA226TC	GARRTT TPE33110UA			COMBUSTION LINER 31032153	CRACKED ENGINE	400	10/9/97 CA971020007
(CAN) DURING ROUTINE BORESCOPE INSPECTION, CONCURRENT WITH FUEL NOZZLE CHANGE, A CRACK WAS DISCOVERED IN THE COMBUSTION LINER. THE ENGINE WAS REMOVED FROM THE AIRCRAFT AND THE COMBUSTION LINER WAS REPLACED.									
2910		SWRNGN SA227AC	GARRTT TPE33111U	ROTOL R321482F8		LINE 2781032527	CHAFED HYDRAULIC		10/12/94 CA941024003
(CAN) HYDRAULIC LINE FROM PANEL INBOARD OF COOLING TURBINE TO CENTRE PANEL FOUND CHAFED THROUGH AT SUPPORT POINT.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



U.S. Department
of Transportation
**Federal Aviation
Administration**

SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**12/21/97 To 12/27/97 ISSUE: 97-52 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	13	7	0	15	1	2	0	38
	CA	0	35	21	0	14	0	14	5	89
	SO 05	0	0	1	0	0	0	0	0	1
A3L2	SW 09	0	0	3	0	0	0	0	0	3
A3L3	WP 19	0	0	1	0	0	0	0	0	1
A3LD	EA 05	0	0	3	0	0	0	0	0	3
AALA	SW 07	0	1	9	0	5	0	0	0	15
ABXA	GL 23	0	3	5	0	13	0	0	0	21
C2XA	SW 09	0	2	3	0	10	0	0	0	15
C8GA	SO 15	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	4	6	1	3	0	0	0	14
CKSA	GL 23	0	0	3	0	18	0	0	0	21
COEA	NM 13	0	0	0	0	0	0	1	0	1
COMA	SO 01	0	0	2	0	1	0	0	0	3
DALA	SO 27	0	1	3	0	7	0	0	0	11
DHLA	SO 01	0	1	1	0	0	0	0	0	2
DPOA	NM 07	0	1	0	0	0	0	0	0	1
DXYA	GL 07	0	1	0	0	0	0	0	0	1
EISA	SW 07	0	0	1	0	0	0	0	0	1
FDEA	SO 25	0	1	2	0	3	0	0	0	6
FFJA	SO 05	0	0	0	0	0	0	1	0	1
FXLA	SO 19	0	0	0	0	0	0	1	0	1
GAIA	SW 07	0	2	0	0	0	0	0	0	2
IPXA	SO 01	0	1	3	0	1	0	1	0	6
IWIR	EA 25	0	2	0	0	0	0	0	0	2
JBXA	SO 05	0	0	0	0	0	0	1	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
JJBA	EA 01	0	3	1	0	2	0	0	0	6
JZBR	EA 25	0	1	0	0	0	0	0	0	1
K3HA	EA 25	0	0	2	0	0	0	1	0	3
LJEA	NM 09	0	0	1	0	1	0	0	0	2
M8XA	NM 03	0	1	1	0	1	0	0	0	3
MALA	GL 15	0	0	12	0	0	0	1	0	13
MASA	SW 07	1	0	1	0	1	0	1	0	4
MEJA	SW 17	0	0	0	0	0	0	1	0	1
MGTY	EA 35	0	0	0	0	1	0	0	0	1
MWEA	GL 31	0	5	1	1	5	0	1	0	13
NOCA	EA 15	0	0	1	0	0	0	0	0	1
NWAA	GL 01	0	1	39	0	56	0	2	0	98
P5CA	WP 23	0	0	0	0	1	0	0	0	1
PCAA	EA 13	0	0	25	0	4	0	2	0	31
OXEA	NM 09	0	1	8	0	1	0	0	0	10
RAAA	AL 03	0	0	1	0	0	0	0	0	1
REXA	SO 25	0	0	1	0	0	0	3	0	4
RYNA	CE 07	0	2	0	0	0	0	0	0	2
SABA	SO 33	0	0	0	0	0	0	1	0	1
SI3R	NE 03	0	0	0	0	0	0	1	0	1
SIMA	SW 21	0	0	10	0	0	0	0	0	10
SRAA	GL 23	0	4	0	0	1	0	1	0	6
SWAA	SW 07	0	0	2	0	4	0	2	0	8
SWIA	NM 07	0	1	1	0	2	0	0	0	4
TSAA	WP 13	0	0	4	0	0	0	0	0	4
TWRA	EA 15	0	1	0	0	0	0	0	0	1
USAA	EA 19	0	4	30	0	5	0	1	0	40

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
VJ6A	SO 11	0	1	2	0	0	0	0	0	3
VLLA	GL 05	0	0	0	0	0	0	0	1	1
VNAA	GL 07	0	3	1	0	0	0	0	0	4
VNNA	GL 07	0	0	1	0	0	0	0	0	1
VTZA	EA 27	0	3	5	0	4	4	6	0	22
W8PA	NM 03	0	0	3	0	0	0	0	0	3
WRLA	EA 27	0	0	1	0	0	0	2	0	3
WTAA	WP 17	0	3	1	0	0	0	0	0	4
TOTALS		1	103	229	2	179	5	47	6	572

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**12/21/97 To 12/27/97 ISSUE: 97-52 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	0	0	0	0	0	2	0	2
AEROSP	ATR42300	0	0	3	0	0	0	0	0	3
AEROSP	ATR42300	0	0	1	0	0	0	0	0	1
AEROSP	ATR42320	0	0	2	0	0	0	0	0	2
AEROSP	ATR42500	0	1	0	0	0	0	0	0	1
AEROSP	ATR72212	0	1	8	0	10	0	0	0	19
AIRBUS	A300B4605R	0	0	5	0	0	0	0	0	5
AIRBUS	A310324	0	1	0	0	0	0	0	0	1
AIRBUS	A320211	0	2	3	0	1	0	0	0	6
AIRBUS	A320212	0	1	2	0	1	0	0	0	4
AIRBUS	A320212	0	3	0	0	1	0	0	0	4
AIRBUS	A340313	0	1	0	0	0	0	0	0	1
AMD	FALCON50MYST	0	1	0	0	0	0	0	0	1
BAC	146100A	0	0	0	0	0	0	1	0	1
BAC	146300A	0	1	0	0	0	0	0	0	1
BAG	JETSTM3101	0	3	1	0	1	0	6	0	11
BAG	JETSTM3201	0	2	2	0	3	2	1	0	10
BEECH	1900C	0	0	4	0	0	0	0	0	4
BEECH	1900D	0	3	1	0	3	0	1	0	8
BEECH	1900D	0	0	1	0	0	0	0	0	1
BEECH	C23	0	0	0	0	0	0	1	0	1
BOEING	727171C	0	3	3	0	1	0	2	1	10
BOEING	727172C	0	1	0	0	0	0	0	0	1
BOEING	7271A0	0	0	0	0	0	0	1	0	1
BOEING	727214	0	1	0	0	0	0	0	0	1
BOEING	72722	0	0	2	0	0	0	0	0	2
BOEING	727223	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727224	0	1	0	0	0	0	0	0	1
BOEING	727225	0	0	6	0	1	0	1	0	8
BOEING	727227	0	1	0	0	0	0	0	0	1
BOEING	727228	0	1	0	0	0	0	0	0	1
BOEING	727231	0	0	1	0	0	0	0	0	1
BOEING	727232	0	1	1	0	5	0	0	0	7
BOEING	727233	0	0	1	0	0	0	0	0	1
BOEING	727251	0	0	2	0	0	0	0	0	2
BOEING	72725C	0	1	0	0	0	0	0	0	1
BOEING	727277	0	0	0	0	0	0	1	0	1
BOEING	72727C	0	0	0	0	3	0	0	0	3
BOEING	72782C	0	1	0	0	0	0	0	0	1
BOEING	737201	0	0	1	0	0	0	0	0	1
BOEING	737217	0	2	1	0	0	0	0	0	3
BOEING	737230C	0	0	1	0	0	0	0	0	1
BOEING	737242C	0	0	1	0	1	0	0	0	2
BOEING	73725A	0	0	1	0	0	0	0	0	1
BOEING	737296	0	0	0	0	0	0	1	0	1
BOEING	7372B7	0	0	1	0	0	0	0	0	1
BOEING	7372H4	0	0	2	0	4	0	1	0	7
BOEING	7372L9	0	0	1	0	0	0	0	0	1
BOEING	7372X6C	0	0	2	0	0	0	0	0	2
BOEING	73733A	0	1	0	0	1	0	0	0	2
BOEING	737376	0	2	0	0	0	0	0	0	2
BOEING	737377	0	2	0	0	4	0	0	0	6
BOEING	7373A4	0	0	1	0	0	0	0	0	1
BOEING	7373B7	0	1	2	0	0	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	7373H4	0	0	0	0	0	0	1	0	1
BOEING	7373Q8	0	0	1	0	0	0	0	0	1
BOEING	7373T0	0	1	1	0	0	0	0	0	2
BOEING	7374B7	0	1	0	0	0	0	0	0	1
BOEING	747*	0	0	1	0	0	0	0	0	1
BOEING	747121	0	0	1	0	0	0	0	0	1
BOEING	747122	0	0	0	0	1	0	0	0	1
BOEING	747123F	0	0	1	0	0	0	0	0	1
BOEING	747133	0	1	1	0	2	0	0	0	4
BOEING	747212B	0	2	0	0	0	0	0	0	2
BOEING	747238B	0	2	1	0	1	0	0	0	4
BOEING	747246F	0	0	0	0	0	0	1	0	1
BOEING	747251B	0	0	0	0	30	0	0	0	30
BOEING	747312	0	0	0	0	1	0	0	0	1
BOEING	747338	0	0	0	0	2	0	0	0	2
BOEING	747433	0	0	0	0	1	0	0	0	1
BOEING	747438	0	1	0	0	0	0	0	0	1
BOEING	747475	0	1	0	0	0	0	0	0	1
BOEING	747SP38	0	0	0	0	1	0	0	0	1
BOEING	757225	0	0	5	0	3	0	0	0	8
BOEING	75723A	0	0	1	0	0	0	1	0	2
BOEING	757251	0	1	2	0	0	0	0	0	3
BOEING	7572B7	0	0	8	0	0	0	0	0	8
BOEING	767201	0	1	1	0	0	0	0	0	2
BOEING	767233	0	4	0	0	0	0	0	0	4
BOEING	7672B7	0	0	0	0	1	0	0	0	1
BOEING	767332	0	0	1	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	767338	0	1	0	0	1	0	0	0	2
BRAERO	HS7482A	0	1	0	0	0	0	0	0	1
CESSNA	172P	0	0	1	0	0	0	0	0	1
CESSNA	421B	0	1	0	0	0	0	0	0	1
CESSNA	550	0	1	0	0	0	0	0	0	1
CESSNA	560CESSNA	0	2	0	0	0	0	0	0	2
CESSNA	U206F	0	0	0	0	2	0	0	0	2
CNDAIR	CL6002B19	0	1	1	0	1	0	0	0	3
CVAC	340CVAC	0	1	0	0	0	0	0	0	1
DHAV	DHC2MK3	0	0	0	0	0	0	1	0	1
DHAV	DHC3	0	2	0	0	0	0	0	0	2
DHAV	DHC6200	0	1	0	0	0	0	0	0	1
DHAV	DHC6300	0	0	1	0	0	0	0	0	1
DHAV	DHC8*	0	0	1	0	0	0	1	0	2
DHAV	DHC8102	0	1	32	0	4	0	2	0	39
DHAV	DHC8202	1	0	2	0	0	0	0	0	3
DHAV	DHC8301	0	2	1	0	1	0	1	0	5
DHAV	DHC8311	0	0	1	0	1	0	0	0	2
DIAMON	DA20A1	0	4	2	0	0	0	0	0	6
DORNER	DO328100	0	4	3	0	1	0	0	0	8
DOUG	C54A	0	0	0	0	0	0	0	1	1
DOUG	DC1010	0	0	1	0	0	0	0	0	1
DOUG	DC1030	0	1	4	0	10	0	1	0	16
DOUG	DC1040	0	0	1	0	1	0	1	0	3
DOUG	DC3C	0	0	0	0	0	0	0	1	1
DOUG	DC861	0	0	0	0	4	0	0	0	4
DOUG	DC862	0	1	1	0	1	0	0	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC863	0	2	3	0	0	0	0	0	5
DOUG	DC863F	0	0	2	0	0	0	0	0	2
DOUG	DC871F	0	1	1	0	0	0	0	0	2
DOUG	DC873F	0	1	0	0	1	0	1	0	3
DOUG	DC8F54	0	0	1	0	0	0	0	0	1
DOUG	DC8F55	0	0	0	0	0	0	1	0	1
DOUG	DC914	0	0	1	0	2	0	0	0	3
DOUG	DC915	0	0	2	0	0	0	0	0	2
DOUG	DC915F	0	1	0	0	0	0	0	0	1
DOUG	DC931	0	0	24	0	8	0	0	0	32
DOUG	DC932	0	5	15	1	18	0	1	0	40
DOUG	DC932	0	0	2	0	0	0	0	0	2
DOUG	DC941	0	0	1	0	6	0	0	0	7
DOUG	DC951	0	0	2	0	0	0	1	0	3
DOUG	DC981	0	0	1	0	0	0	0	0	1
DOUG	DC982	0	0	3	1	1	0	0	0	5
DOUG	DC983	0	0	3	0	0	0	0	0	3
DOUG	MD11	0	1	2	0	0	0	1	0	4
DOUG	MD88	0	2	0	0	2	0	0	0	4
EMB	EMB120ER	0	1	1	0	2	0	0	0	4
EMB	EMB120RT	0	0	1	0	0	0	0	0	1
FOKKER	F27MK400	0	0	1	0	0	0	0	0	1
FOKKER	F27MK50	0	0	0	0	1	0	0	0	1
FOKKER	F27MK600	0	0	0	0	0	0	1	0	1
FOKKER	F28MK0100	0	1	1	0	0	0	2	0	4
FOKKER	F28MK1000	0	0	1	0	0	0	0	0	1
FOKKER	F28MK4000	0	1	5	0	1	0	0	0	7

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
FOKKER	F28MK4000	0	0	0	0	2	0	0	0	2
FRCHLD	SA227DC	0	0	0	0	0	1	0	0	1
JETAIR	JETSTM4101	0	1	3	0	0	2	3	0	9
LKHEED	1011385115	0	0	0	0	18	0	0	0	18
LKHEED	10113853	0	1	0	0	1	0	1	0	3
LKHEED	132923E	0	0	0	0	1	0	0	0	1
LKHEED	188C	0	0	1	0	0	0	0	0	1
LKHEED	382B	0	0	0	0	1	0	0	0	1
LKHEED	382E	0	1	0	0	0	0	0	0	1
PARTEN	P68C	0	0	0	0	0	0	0	1	1
PIPER	PA31350	0	0	0	0	0	0	1	2	3
PIPER	PA32260	0	0	0	0	0	0	1	0	1
PIPER	PA34200T	0	2	0	0	0	0	0	0	2
PIPER	PA44180	0	0	1	0	1	0	0	0	2
SAAB	340B	0	0	2	0	0	0	1	0	3
SAAB	SF340A	0	0	7	0	0	0	0	0	7
SAAB	SF340A	0	0	0	0	0	0	1	0	1
SWRNGN	SA226TC	0	0	1	0	3	0	1	0	5
SWRNGN	SA226TC	0	2	1	0	0	0	0	0	3
SWRNGN	SA227AC	0	0	0	0	0	0	1	0	1
SWRNGN	SA227AC	0	1	0	0	0	0	0	0	1
TOTALS		1	103	229	2	179	5	47	6	572

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**12/21/97 To 12/27/97 ISSUE: 97-52 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A3L2	ALLIEDSIGNAL AEROSPACE	SW09
A3L3	ALLIEDSIGNAL INC	WP19
A3LD	ALLIEDSIGNAL AIRCRAFT LANDING SYSTE	EA05
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
C2XA	CONTINENTAL EXPRESS INC	SW09
C8GA	CAPITAL CARGO INTERNATIONAL	SO15
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COEA	EMPIRE AIRLINES INC	NM13
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
EISA	EXPRESS ONE INTERNATIONAL INC	SW07
FDEA	FEDERAL EXPRESS CORP	SO25
FXLA	FINE AIRLINES INC	SO19
GAIA	KITTY HAWK AIRCARGO INC	SW07
IPXA	UNITED PARCEL SERVICE CO	SO01
IW1R	CESSNA AIRCRAFT COMPANY	EA25
JBXA	MIDWAY AIRLINES CORPORATION	SO05
JJBA	CHAMPLAIN ENTERPRISES INC	EA01
JZBR	JET AVIATION OF AMERICA INC	EA25
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
M8XA	MOUNTAIN AIR EXPRESS INC	NM03
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MEJA	MERLIN EXPRESS INC	SW17
MGTY	MAGEC AVIATION LTD	EA35
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NOCA	NORTH AMERICAN AIRLINES	EA15
NWAA	NORTHWEST AIRLINES INC	GL01
P5CA	POLAR AIR CARGO INC	WP23
PCAA	ALLEGHENY AIRLINES INC	EA13
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
REXA	EXPRESS AIRLINES I INC	SO25

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
RYNA	RYAN INTERNATIONAL AIRLINES INC	CE07
SABA	CCAIR INC	SO33
SI3R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TSAA	ALOHA AIRLINES INC	WP13
TWRA	TOWER AIR INC	EA15
USAA	USAIR INC	EA19
VJ6A	VALUJET AIRLINES INC	SO11
VLLA	MIAMI VALLEY AVIATION INC	GL05
VNAA	PSA AIRLINES INC	GL07
VNNA	Unknown	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
W8PA	WESTERN PACIFIC AIRLINES INC	NM03
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)		

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.